NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI ..... **ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[23]
RNAV (GPS) Rwy 22[23]

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Category D, 800-2½.
[3]NA when local weather not available.

AUGUSTA, ME

AUGUSTA STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS)-B[2]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 8[2]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

BANGOR, ME

BANGOR INTL ..... **ILS or LOC Rwy 33**

ILS,LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE ..... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[23]
RNAV (GPS) Rwy 35[36]
VOR/DME Rwy 35[4]
VOR Rwy 35[5]

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NAME ALTERNATE MINIMUMS

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR ..... **LOC/DME BC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD ..... **ILS or LOC Rwy 11[123]**
ILS or LOC Rwy 29[134]
RNAV (GPS) Rwy 11[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 29[3]
VOR Rwy 23[1]

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

BERLIN, NH

BERLIN RGNL ..... **VOR-B[1]**
VOR/DME Rwy 18[2]

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

BEVERLY, MA

BEVERLY MUNI ..... **LOC Rwy 16**

NA when control tower closed.
NA when local weather not available.

BLOCK ISLAND, RI

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**
VOR Rwy 28

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL ..... **ILS or LOC Rwy 4R[1]**
ILS Rwy 15R[2]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 15R[3]
RNAV (GPS) Rwy 22L[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 32[4]
RNAV (GPS) Rwy 33L[3]
VOR/DME or GPS-A[3]
VOR/DME Rwy 15R[4]
VOR/DME Rwy 27[3]
VOR/DME Rwy 33L[3]

[1]ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.
[2]ILS, 700-2.
[3]Categories A, B, 1000-2.
[4]Categories A, B,1000-2; Category C, 800-2¼; Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL ..... **ILS Rwy 6[12]**
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL ..... **ILS or LOC/DME Rwy 15[123]**
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI ..... **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI ..... **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CONCORD, NH

CONCORD MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

DANBURY, CT

DANBURY MUNI ..... **GPS Rwy 8**
LOC Rwy 8[1]
VOR or GPS-A
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[1]NA when local weather not available.

FITCHBURG, MA

FITCHBURG MUNI ..... **NDB Rwy 20[1]**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

FRYEBURG, ME

EASTERN SLOPES RGNL ..... **NDB-B[1]**
RNAV (GPS) Rwy 32[2]
NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON .... **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD ..... **LDA Rwy 2**
VOR or GPS-A
NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE ..... **RNAV (GPS) Rwy 1**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/
POLANDO FIELD ..... **ILS or LOC Rwy 15[1]**
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

JAFFREY, NH

JAFFREY AIRPORT-
SILVER RANCH ..... **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS ..... **RNAV (GPS) Rwy 2[1]**
VOR Rwy 2[2]

NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI ..... **ILS or LOC Rwy 8[1]**
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]

NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI ..... **ILS Rwy 5[1]**
NDB or GPS Rwy 5[2]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LEBANON, NH

LEBANON MUNI ..... **ILS or LOC Rwy 18[12]**
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]

[1]NA when control tower closed.
[2]ILS,LOC, Category A,1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1300-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

LYNDONVILLE, VT

CALEDONIA COUNTY ..... **RNAV (GPS) Rwy 2**

NA when local weather not available.
Category A, B, 900-2.

MANCHESTER, NH

MANCHESTER ..... **ILS or LOC/DME Rwy 17[12]**
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME Rwy 17[3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE
HARLOW FIELD ..... **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29

NA when local weather not available.
Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NANTUCKET, MA

NANTUCKET MEMORIAL ..... **ILS or LOC Rwy 6[12]**
ILS or LOC Rwy 24[12]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD ..... **RNAV (GPS) Rwy 32[1]**
VOR or GPS-A[23]
VOR Rwy 32[24]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL ..... **ILS or LOC Rwy 5[1]**
LOC BC Rwy 23
NDB Rwy 5

NA when control tower closed.
[1]ILS, 700-2.

NEW HAVEN, CT

TWEED-NEW HAVEN ..... **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE ..... **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE ..... **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORWOOD, MA

NORWOOD MEMORIAL ..... **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI ..... **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH CENTRAL STATE ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI ..... **LOC Rwy 26[1]**
RNAV (GPS) Rwy 8[23]
RNAV (GPS) Rwy 26[24]

[1]Categories A, B, 1200-2; Category C, D, 1200-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

PLYMOUTH, MA

PLYMOUTH MUNI ..... **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL JETPORT ..... **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE ..... **ILS or LOC Rwy 16[1]**
ILS or LOC Rwy 34[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

NAME ALTERNATE MINIMUMS

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE ..... **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN ..... **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN VERMONT RGNL ..... **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

TAUNTON, MA

TAUNTON MUNI-KING FIELD ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR ..... **ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... **ILS or LOC Rwy 20[12]**
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]

[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL ..... **RNAV (GPS) Y Rwy 10[12]**
RNAV (GPS) Z Rwy 10[2]

[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM ..... **LOC Rwy 27[1]**
VOR-A

Category C, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
RNAV (RNP) Z Rwy 15[4]
VOR or TACAN Rwy 6[5]
VOR or TACAN Rwy 15[6]
VOR or TACAN Rwy 24[7]
VOR or TACAN Rwy 33[7]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A, B, 1000-2; Category C, 1000-2¾.
[4]Categories A, B, C, 1100-4.
[5]Categories A, B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[6]Categories A, B, 1200-2; Categories C, D, E, 1200-3.
[7]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL ..... **ILS or LOC Rwy 11[12]**
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]

NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)
AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39'AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)
AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right.

Rwy 33L, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15,** bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33,** pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH

CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH

CONCORD MUNI (CON)
AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT

DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT

DANIELSON (LZD)
AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME

DEXTER RGNL (1B0)
ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME

EASTPORT MUNI (EPM)
ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME

LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)

NOTE: **Rwy 12,** house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA

FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME

NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME

EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA
GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA
WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME
GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT
GROTON-NEW LONDON (GON)
AMDT 7A 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT
HARTFORD-BRAINARD (HFD)
AMDT 5 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-Environmental. **Rwy 20,** 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1000 before turning left. **Rwy 20,** climb heading 175° to 1300 before turning right.
NOTE: **Rwy 2,** pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20,** levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

HAVERHILL, NH
DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT
FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA
HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME
HOULTON INTL (HUL)
AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH
JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH
DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH
LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA
LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min.climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

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LEBANON, NH

LEBANON MUNI (LEB)
AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)
AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35,** 300-1 or std. w/ min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, corss Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35,** climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35'** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)
AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY (MVM)
AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)
AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

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MANSFIELD, MA

MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT

MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME

MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.

Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.

NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA

TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT

MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA

NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH

BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/ 295' MSL.

NEW BEDFORD, MA

NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.

NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI

NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/ 459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT

NEWPORT STATE (EFK)
AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI

QUONSET STATE (OQU)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA

NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA

NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/ 237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)
ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)
AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.
Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2¾ or std. w/ min. climb of 420' per NM to 700. **Rwy 12,** NA-Environmental. **Rwy 21,** 400-2¾ or std. w/ min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 800 before proceeding on course. **Rwy 21,** climb heading 212° to 1600 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21,** trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

21 OCT 2010 to 18 NOV 2010

WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. . . . . Rwy 5, 900-3*

03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

WORCESTER, MA

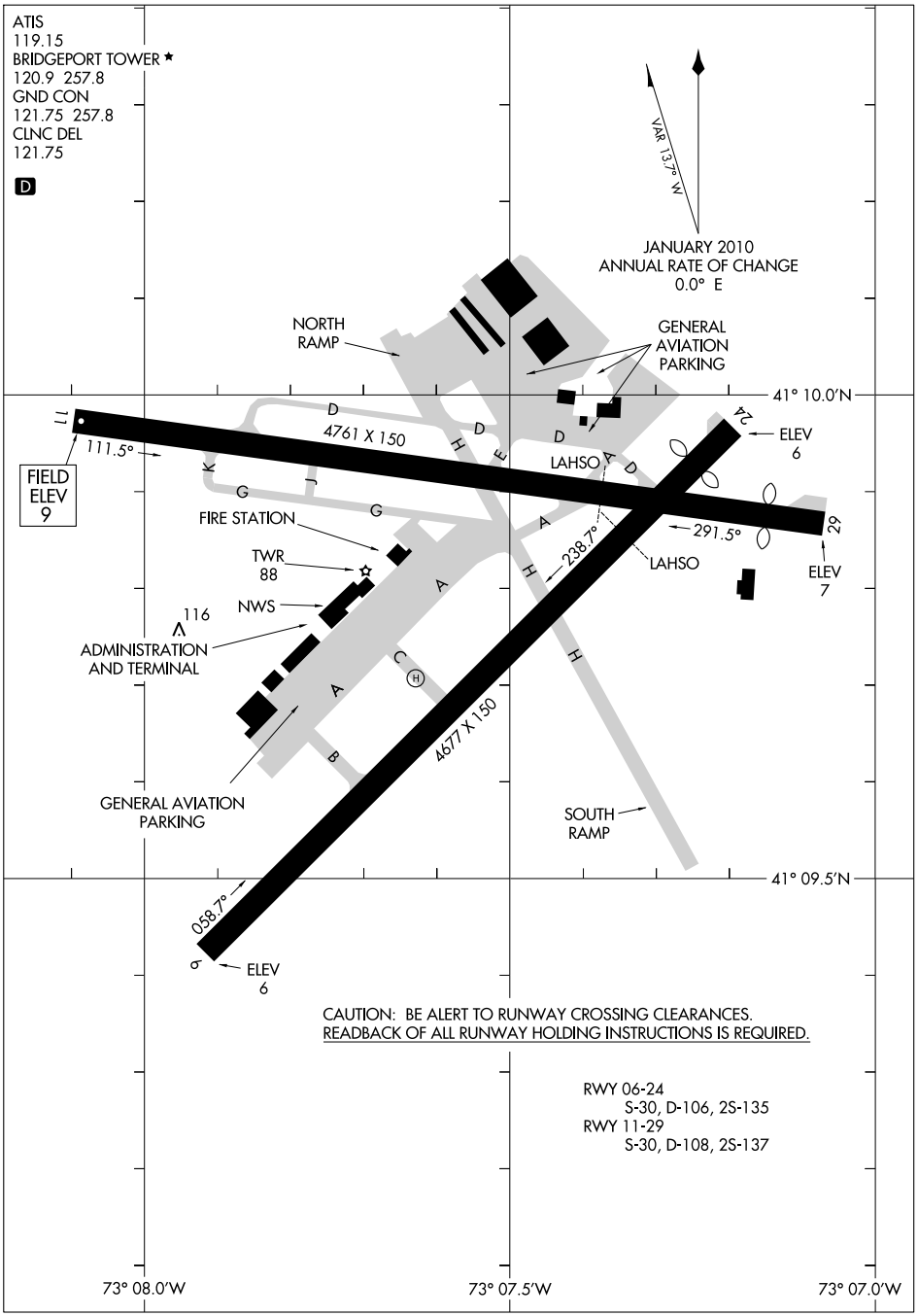
WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

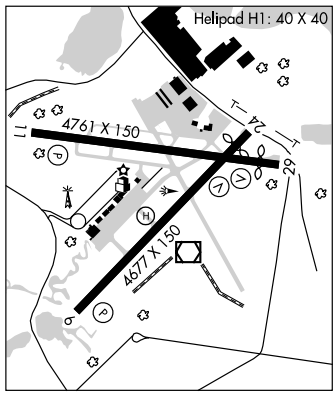

ATIS
119.15
BRIDGEPORT TOWER ★
120.9 257.8
GND CON
121.75 257.8
CLNC DEL
121.75
D
VAR 13.7° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E
NORTH RAMP
GENERAL AVIATION PARKING
41° 10.0'N
11
111.5°
FIELD ELEV 9
D
4761 X 150
D
D
LAHSO
24
ELEV 6
FIRE STATION
TWR 88
NWS
116
ADMINISTRATION AND TERMINAL
238.7°
291.5°
LAHSO
29
ELEV 7
GENERAL AVIATION PARKING
4677 X 150
SOUTH RAMP
41° 09.5'N
058.7°
9
ELEV 6
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 06-24
S-30, D-106, 2S-135
RWY 11-29
S-30, D-108, 2S-137
73° 08.0'W
73° 07.5'W
73° 07.0'W

BRADLEY INTL (See WINDSOR LOCKS)

BRIDGEPORT N41°09.64′ W73°07.47′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 108.8 BDR Chan 25 at Igor I Sikorsky Mem. 9/12W. **H–10I, L–33B, 34I**
VOR/DME unusable:
106°–120° byd 30 NM blo 2500′
121°–130° byd 30 NM blo 2200′
161°–180° byd 30 NM blo 1300′
181°–260° byd 30 NM blo 2500′
261°–359° byd 30 NM
261°–359° below 5500′
000°–105° byd 30 NM blo 3000′
RCO 122.1R 108.8T (BRIDGEPORT RADIO)

BRIDGEPORT

IGOR I SIKORSKY MEM (BDR) 3 SE UTC−5(−4DT) N41°09.81′ W73°07.57′ **NEW YORK**
9 B S4 **FUEL** 100LL, JET A OX 3, 4 TPA–See Remarks LRA Class IV, ARFF Index A **COPTER**
NOTAM FILE BDR **L–33B, 34I**
RWY 11–29: H4761X150 (ASPH) S–30, D–108, 2S–137 HIRL **IAP, AD**
RWY 11: REIL. PAPI(P4R)—GA 3.5° TCH 40′. Brush.
RWY 29: REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 364′. Road. Rgt tfc.
RWY 06–24: H4677X150 (ASPH) S–30, D–106, 2S–135 HIRL
RWY 06: REIL. PAPI (P4R)—GA 3.0° TCH 53′. Road.
RWY 24: REIL. VASI(V4L)—GA 3.0°. Thld dsplcd 319′. Road.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	11–29	3700
RWY 11	06–24	3350

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 06:	TORA–4677	TODA–4677	ASDA–4677	LDA–4677
RWY 11:	TORA–4761	TODA–4761	ASDA–4761	LDA–4761
RWY 24:	TORA–4677	TODA–4677	ASDA–4677	LDA–4358
RWY 29:	TORA–4761	TODA–4761	ASDA–4761	LDA–4397

AIRPORT REMARKS: Attended 1130–0300Z‡. Birds and wildlife frequently on and invof arpt. Rwy 06–24 has extensive cracking, spalling, ravelling. PAEW adjacent to all operational surfaces dalgt hrs Apr through Oct. There may be standing water over or adjacent to all surfaces. Uneven surfaces left side of Rwy 29. Extensive helicopter ops sfc–10,000 ft 5–15 miles NW–NE, for tfc information when invof arpt ctc Sikorsky ops on 133.6 (1200–2130Z‡). Touch and go ldgs permitted 1200–0200Z‡. Noise abatement procedures in effect 0200–1200Z‡. Rwy 11–29 CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt mgr 203–576–7497. Rwy 06–24 CLOSED to all air carrier ops. Avoid overflying residential areas NE and SE of arpt. Departing Rwy 24 avoid turns until ½ mile byd shoreline. Acft which exceed 82 decibels 0300–1200Z‡ require 12 hr PPR call 203–576–7497 except military emerg and medical acft. TPA–1009(1000) for single engine, 1509(1500) all others. When winds are less than 5 knots requested use of Rwy 11 or Rwy 29. When the twr is clsd all engine runups are prohibited. However, if an acft requires nighttime engine maintenance, PPR from arpt manager is required and the runups are to be performed on Twy G between Twy J and Twy K. Pilots are advised to use care in positioning their acft to prevent damage from prop wash to afld sign. ACTIVATE HIRL Rwys 11–29 and 06–24; REIL Rwys 06, 24, 11 and 29—CTAF. Parking fee all acft after 2 hrs. Ldg fee all acft except solo students. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (203) 381–9453.
COMMUNICATIONS: CTAF 120.9 **ATIS** 119.15 **UNICOM** 123.0
BRIDGEPORT RCO 122.2 122.1R 108.8T (BRIDGEPORT RADIO)
® **NEW YORK APP/DEP CON** 124.075
BRIDGEPORT TOWER 120.9 (1130–0300Z‡) **GND CON** 121.75 **CLNC DEL** 121.75
AIRSPACE: CLASS D svc 1130–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
BRIDGEPORT (L) VOR/DME 108.8 BDR Chan 25 N41°09.64′ W73°07.47′ at fld. 9/12W.
ILS/DME 110.7 I–BDR Chan 44 Rwy 06. ILS unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

• •

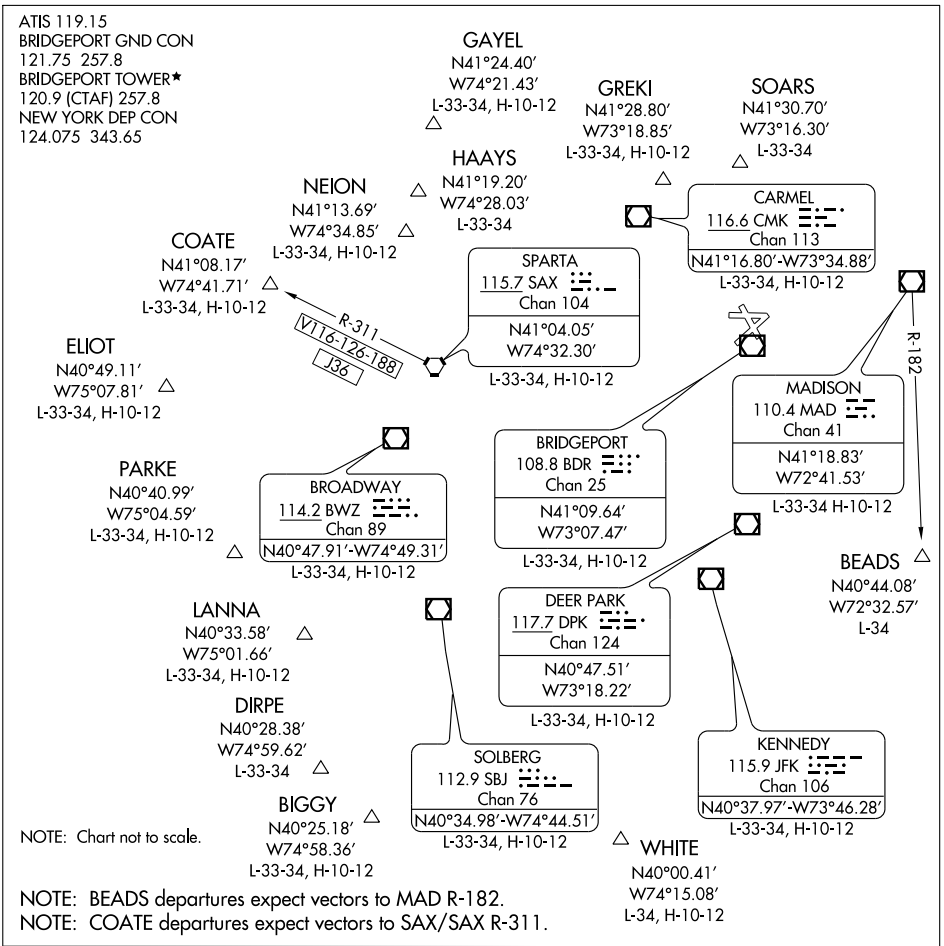
HELIPAD H1: H40X40 (ASPH)
HELIPORT REMARKS: Helipad H1 building +56 ft approximately 666 ft SW.

CANDLELIGHT FARMS (See NEW MILFORD)

BRIDGEHAVEN FIVE DEPARTURE

SL-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

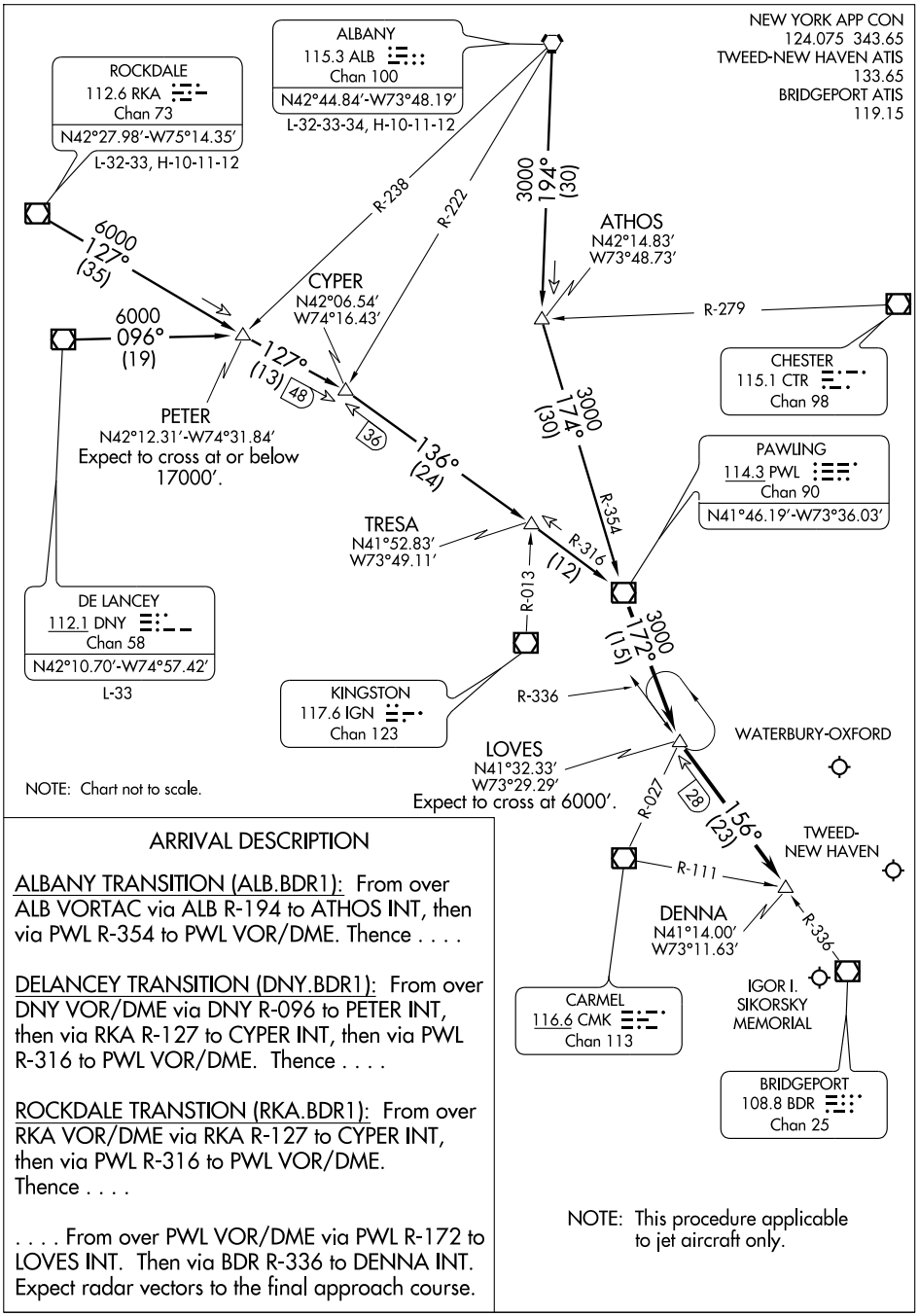
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

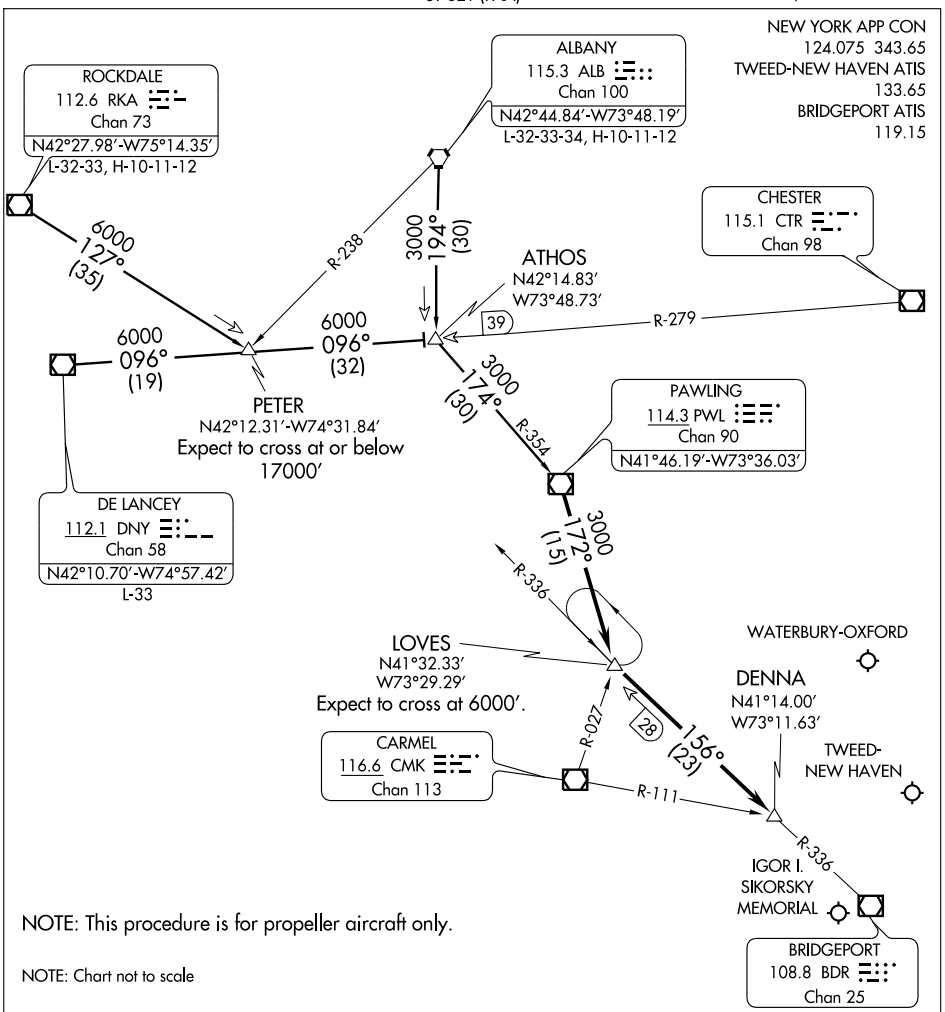
(PWL.BDR1) 10154

NE-1, 21 OCT 2010 to 18 NOV 2010

DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

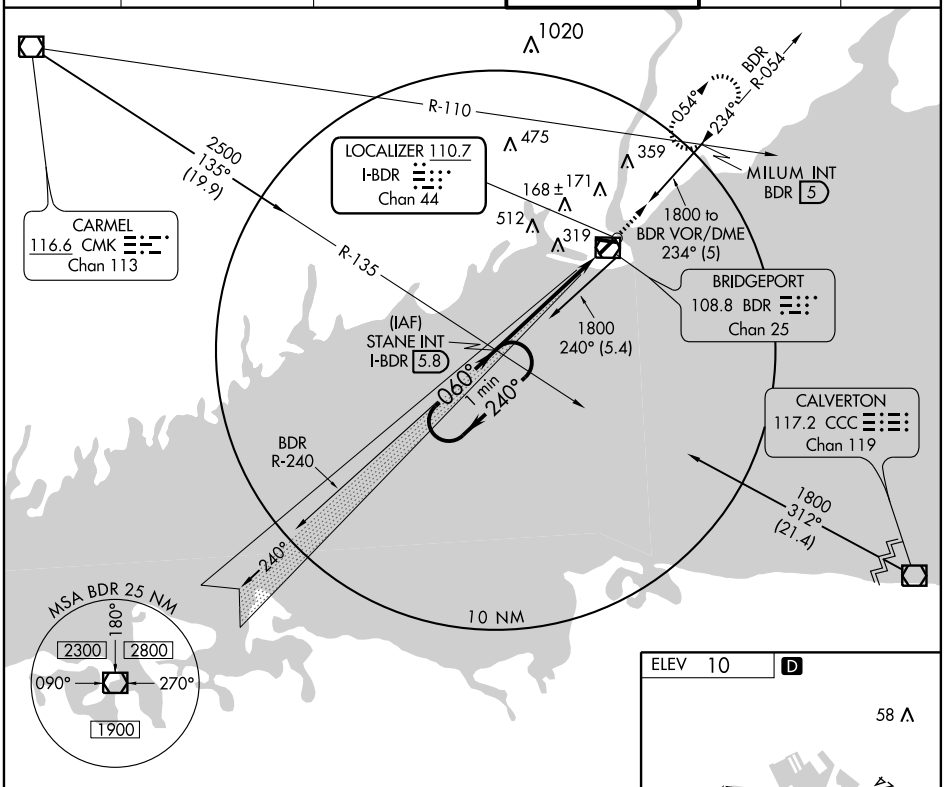
LOC/DME I-BDR	APP CRS	Rwy ldg 4677
110.7	060°	TDZE 7
Chan 44		Apt Elev 10

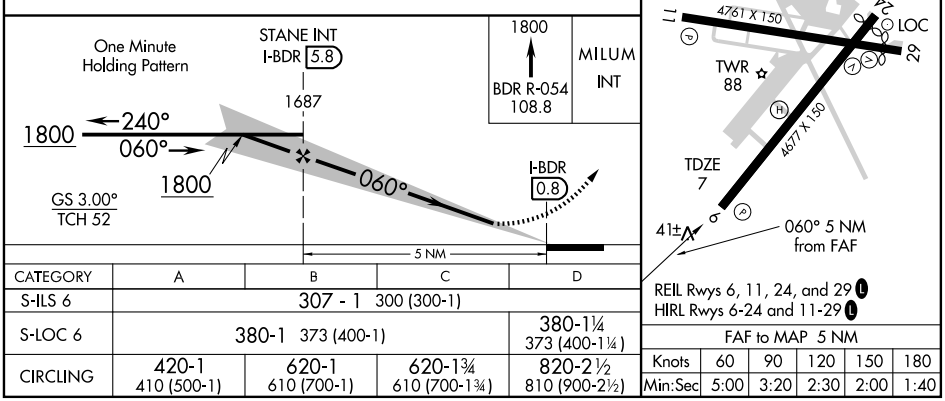
ILS RWY 6

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75





REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

CATEGORY	A	B	C	D
S-ILS 6	307 - 1 300 (300-1)			
S-LOC 6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4677
060°	TDZE	7
	Apt Elev	10

RNAV (GPS) RWY 6

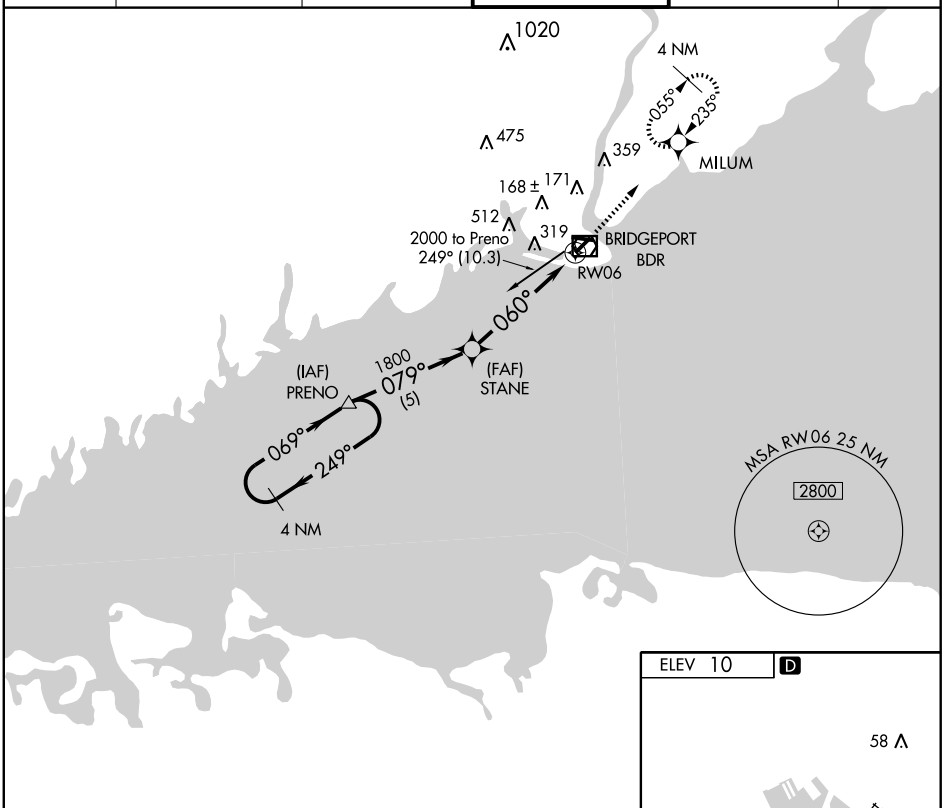
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

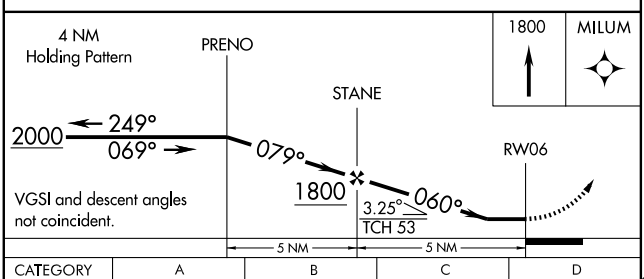
T
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

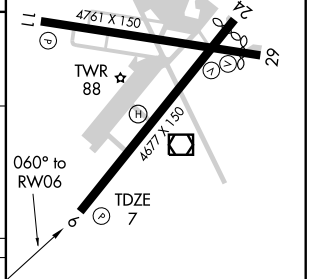
MISSED APPROACH: Climb to 1800 direct MILUM WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75





CATEGORY	A	B	C	D
LNAV MDA	400 - 1 393 (400-1)			400 - 1¼ 393 (400-1¼)
CIRCLING	420 - 1 410 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)



REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4358
236°	TDZE	8
	Apt Elev	10

RNAV (GPS) RWY 24

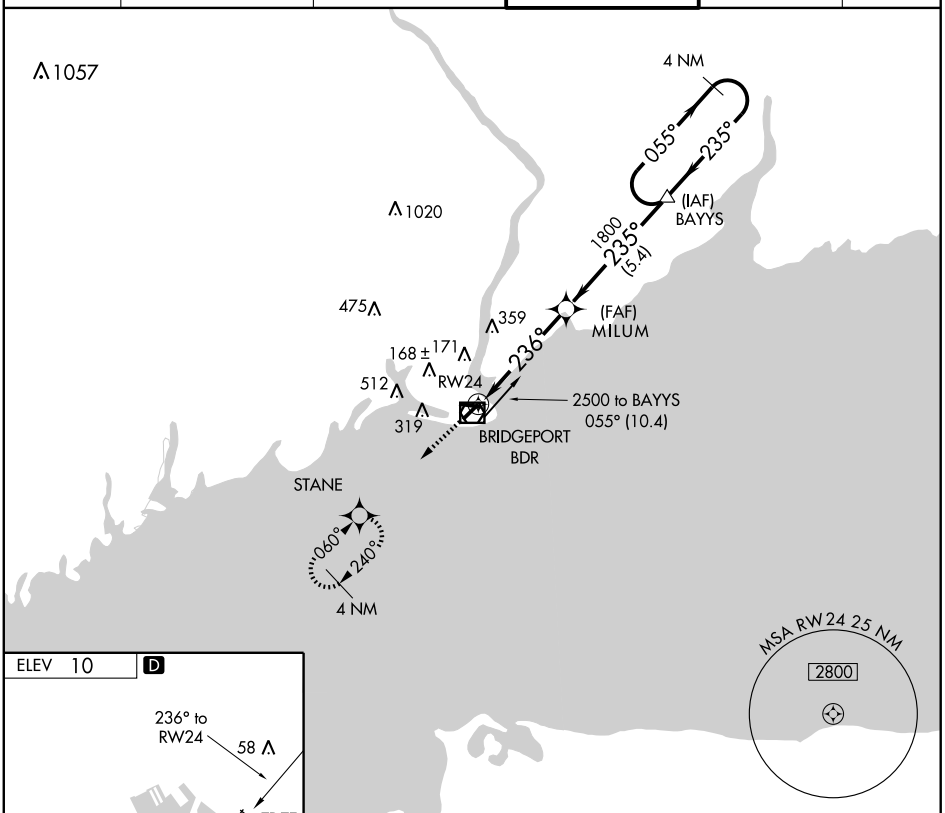
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

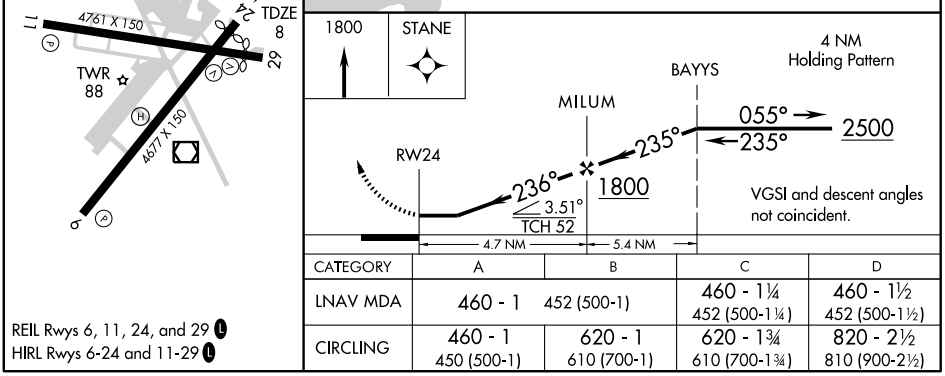
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 direct STANE WP and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75





CATEGORY	A	B	C	D
LNAV MDA	460 - 1 452 (500-1)		460 - 1¼ 452 (500-1¼)	460 - 1½ 452 (500-1½)
CIRCLING	460 - 1 450 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4397
291°	TDZE	8
	Apt Elev	10

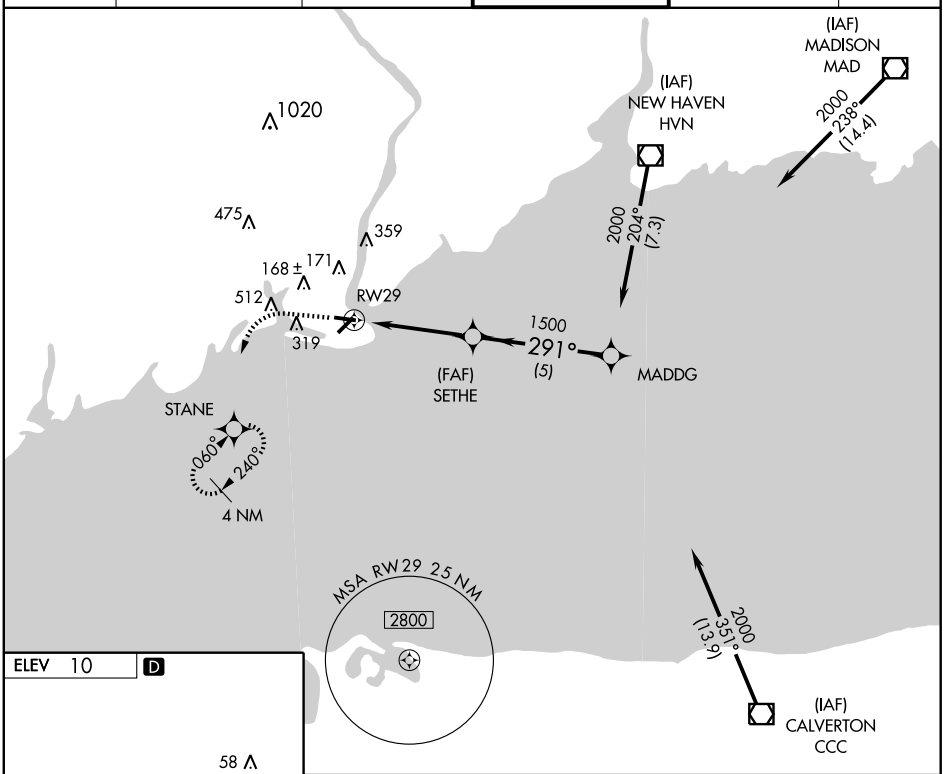
RNAV (GPS) RWY 29

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

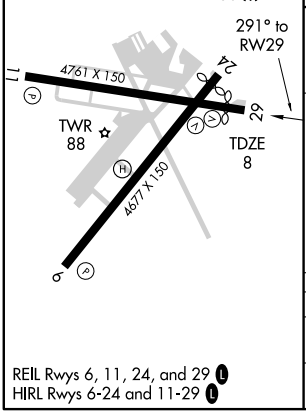
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.

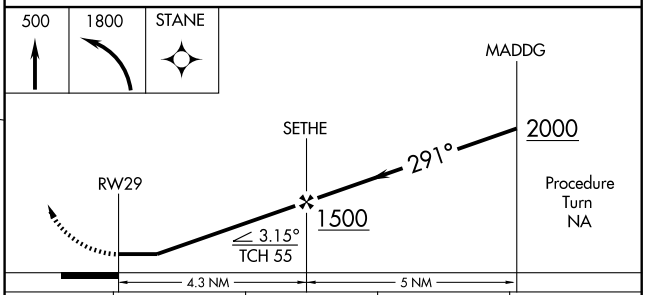
ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75



ELEV 10 D



REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

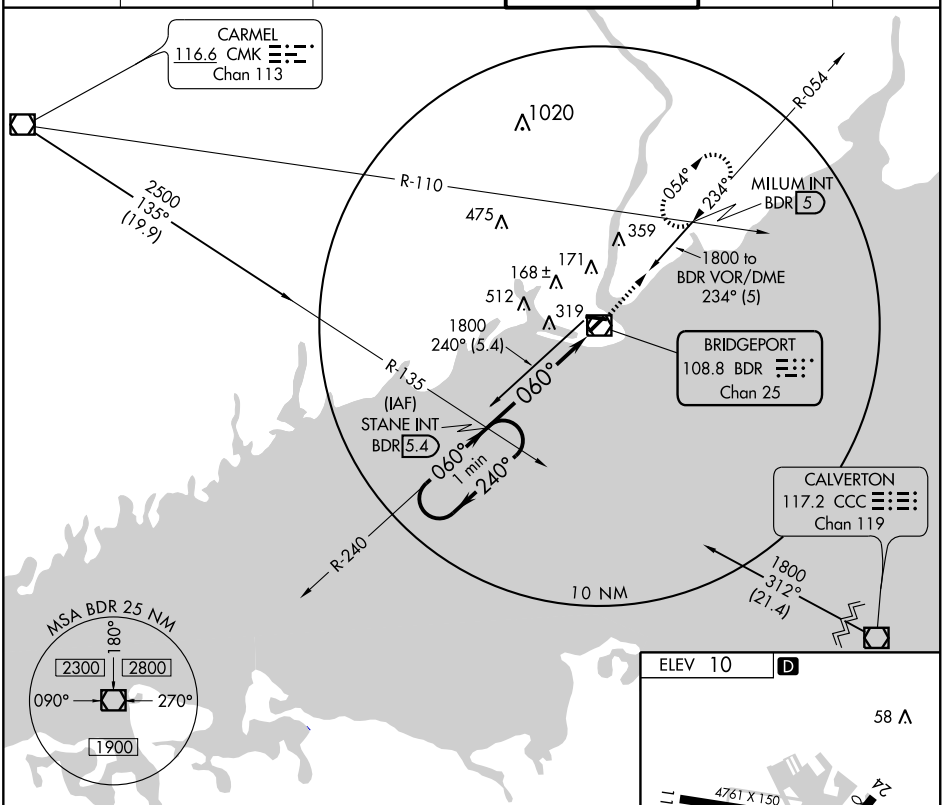
VOR/DME BDR	APP CRS	Rwy ldg 4677
108.8	060°	TDZE 7
Chan 25		Apt Elev 10

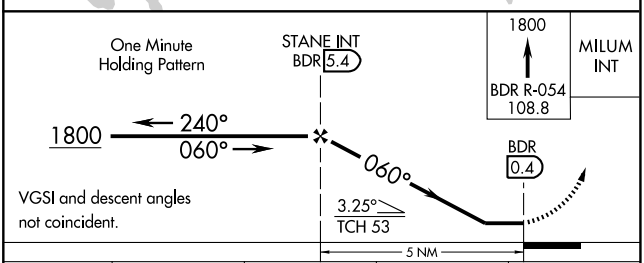
VOR RWY 6

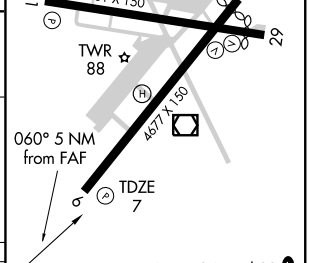
BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

CATEGORY	A	B	C	D
S-6	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

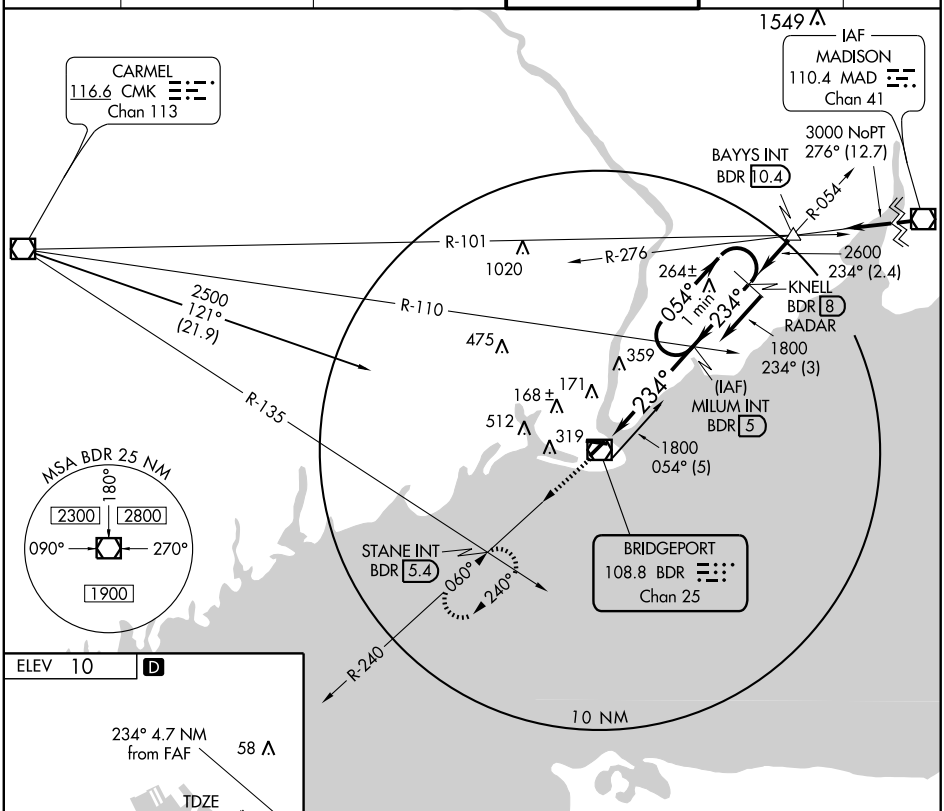
VOR/DME BDR 108.8 Chan 25	APP CRS 234°	Rwy ldg 4358 TDZE 8 Apt Elev 10

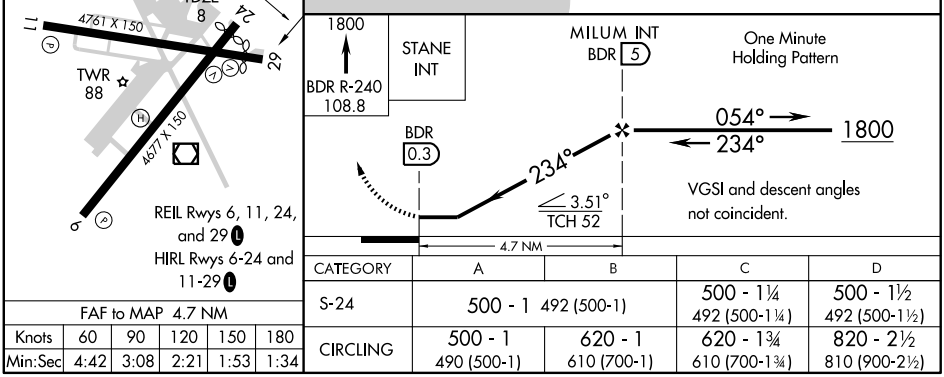
VOR RWY 24

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 1800 via BDR R-240 to STANE Int/BDR 5.4 DME and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-24	500 - 1 492 (500-1)		500 - 1¼ 492 (500-1¼)	500 - 1½ 492 (500-1½)
CIRCLING	500 - 1 490 (500-1)	620 - 1 610 (700-1)	620 - 1¾ 610 (700-1¾)	820 - 2½ 810 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

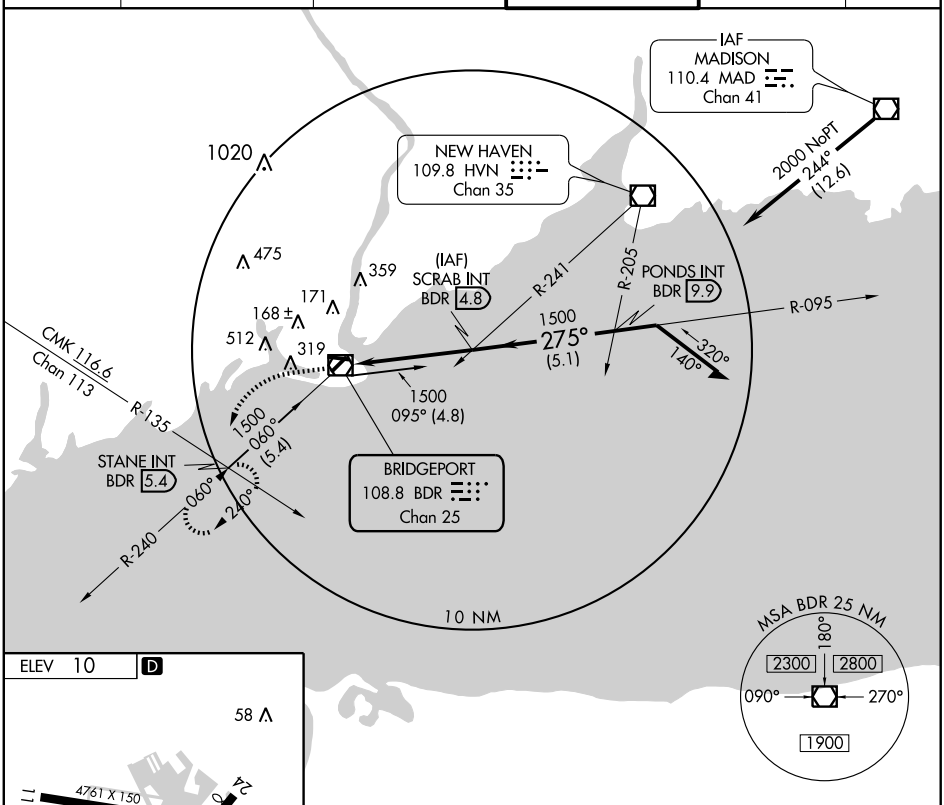
VOR/DME BDR	APP CRS	Rwy ldg 4397
108.8	275°	TDZE 8
Chan 25		Apt Elev 10

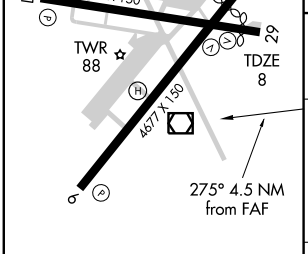
VOR RWY 29

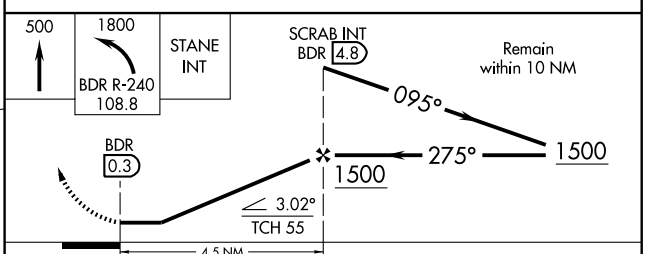
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE Int/BDR 5.4 and hold.

ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 L (CTAF) 257.8	121.75 257.8	121.75







REIL Rwys 6, 11, 24, and 29 L
HIRL Rwys 6-24 and 11-29 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-29	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

CANDLELIGHT HELIPORT (See NEW MILFORD)

CHESTER (SNC) 3 SW UTC−5(−4DT) N41°23.03′ W72°30.35′

NEW YORK
L–33C, 34I
IAP

416 B S4 **FUEL** 100LL, JET A NOTAM FILE SNC

RWY 17–35: H2566X50 (ASPH) S–8.5 MIRL (NSTD) 0.5% up S

RWY 17: REIL. Thld dsplcd 559′. Trees. **RWY 35:** REIL. Trees.

AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Rwy 17 dsplcd thld marked but not lgtd; dsplcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17–35 NSTD MIRL; no thld lgts.

WEATHER DATA SOURCES: AWOS–3 118.325 (860) 526–1551.

COMMUNICATIONS: CTAF/UNICOM 122.725

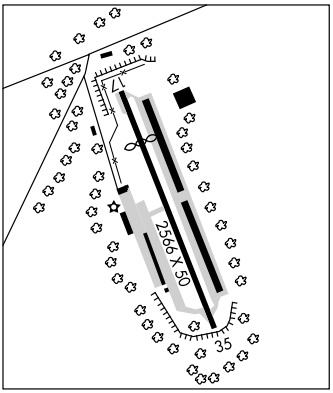
RCO 122.25 (BRIDGEPORT RADIO)

MADISON RCO 122.1R 110.4T (BRIDGEPORT RADIO)

Ⓡ **NEW YORK APP/DEP CON** 124.075

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 076° 9.4 NM to fld. 220/13W.



CLERA N41°22.94′ W73°06.75′ NOTAM FILE BDL.

NDB (MHW) 362 JWE 004° 5.9 NM to Waterbury–Oxford.

DANBURY MUNI (DXR) 3 SW UTC−5(−4DT) N41°22.29′ W73°28.93′

NEW YORK
L–33B, 34I
IAP, AD

458 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR

RWY 08–26: H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL

RWY 08: REIL. Thld dsplcd 368′. Trees.

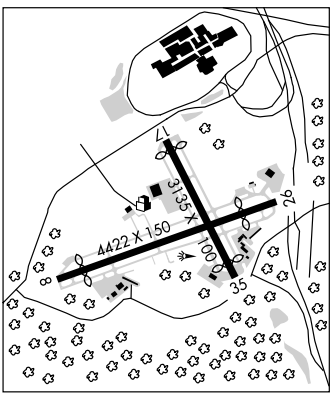
RWY 26: REIL. Thld dsplcd 734′. Trees.

RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–82

RWY 17: Thld dsplcd 223′. Pole.

RWY 35: Thld dsplcd 231′. Trees.

AIRPORT REMARKS: Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer and birds on and invof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203–797–4624. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203–797–4624. PPR for formation tkf/ldg; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 when twr clsd–119.4.



WEATHER DATA SOURCES: ASOS 127.75 (1200–0300Z‡) (203) 791–8227. LAWRS.

COMMUNICATIONS: CTAF 119.4 **ATIS** 127.75 **UNICOM** 122.95

Ⓡ **NEW YORK APP/DEP CON** 126.4 **CLNC DEL** 128.6 (When DXR twr clsd.)

TOWER 119.4 (1200–0300Z‡) **GND CON** 121.6

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 051° 7.1 NM to fld. 690/12W.

ILS/DME 111.55 I–DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left

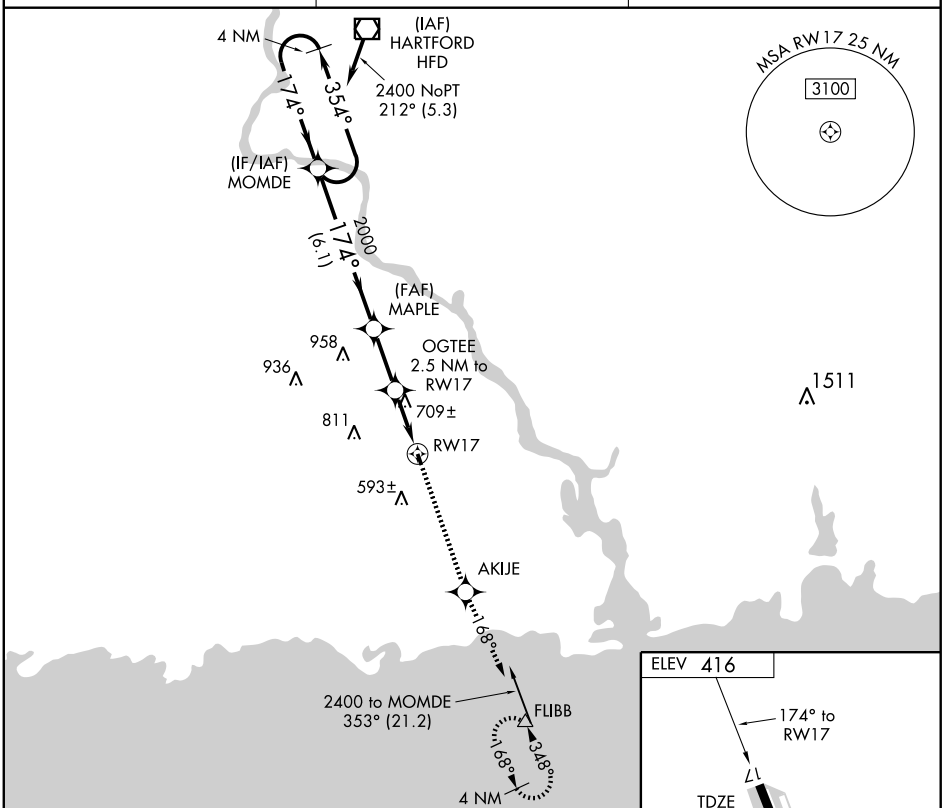
APP CRS	Rwy ldg	2007
174°	TDZE	416
	Apt Elev	416

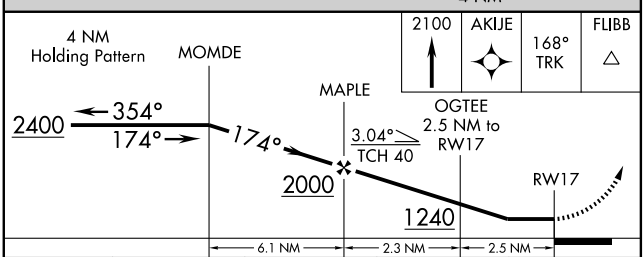
RNAV (GPS) RWY 17
CHESTER (SNC)

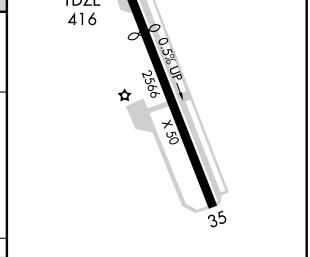
⚠ DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1	544 (600-1)	NA	
CIRCLING	960-1	544 (600-1)	NA	

REIL Rwys 17 and 35
MIRL Rwy 17-35

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

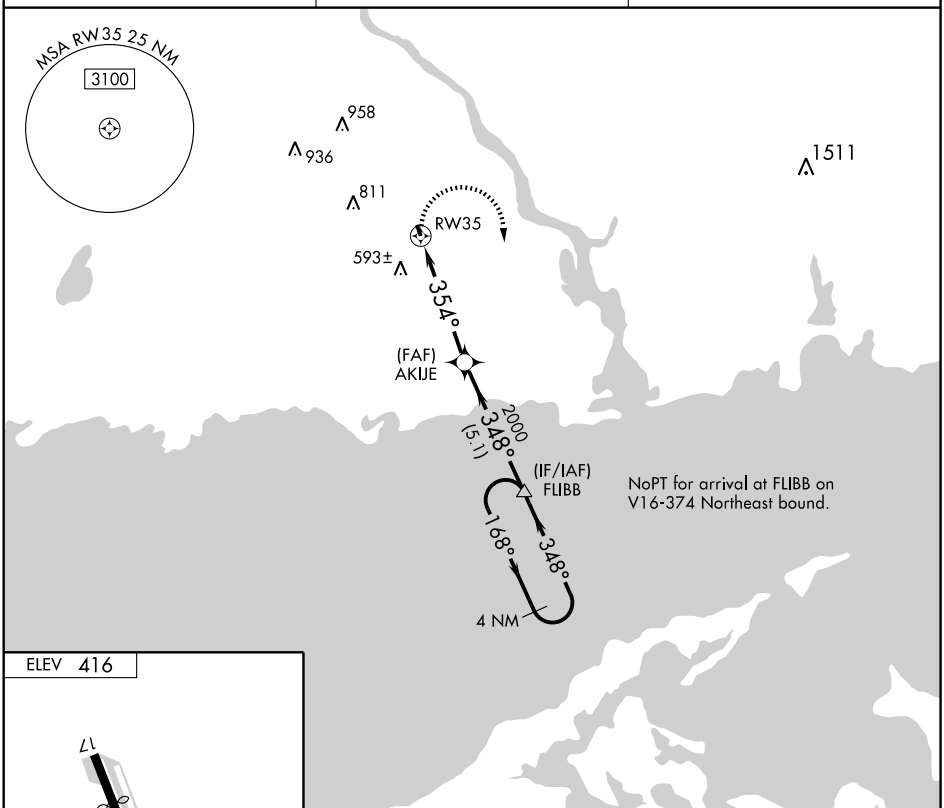
APP CRS	Rwy ldg	2566
354°	TDZE	416
	Apt Elev	416

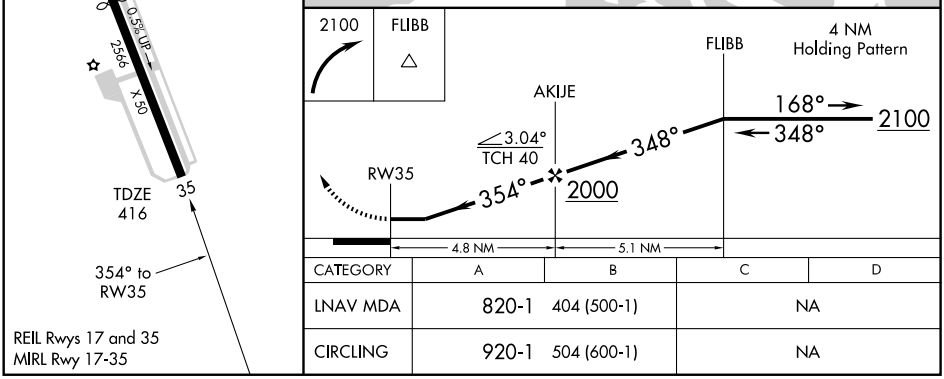
RNAV (GPS) RWY 35
CHESTER (SNC)

DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	820-1 404 (500-1)		NA	
CIRCLING	920-1 504 (600-1)		NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

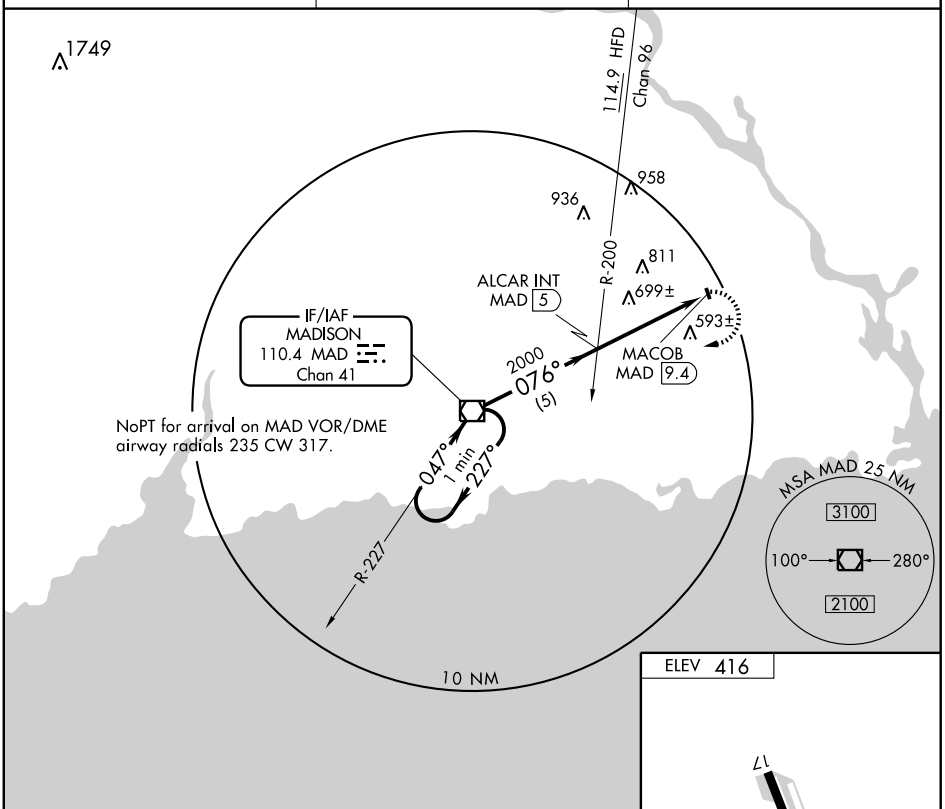
VOR/DME MAD	APP CRS	Rwy ldg	N/A
110.4	076°	TDZE	N/A
Chan 41		Apt Elev	416

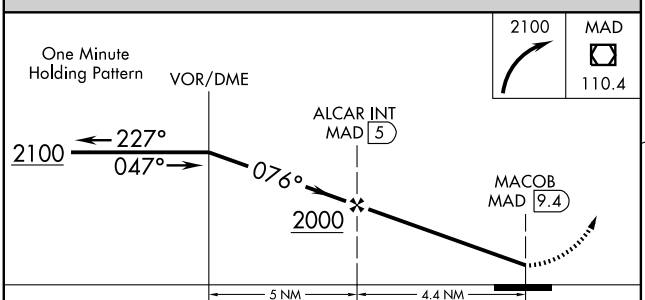
VOR-A
CHESTER (SNC)

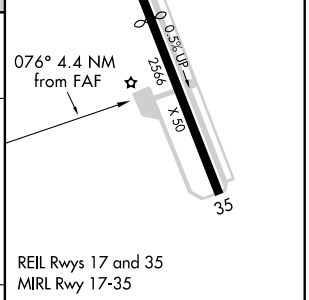
Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.

AWOS-3	NEW YORK APP CON	UNICOM
118.325	124.075 343.65	122.725 (CTAF)







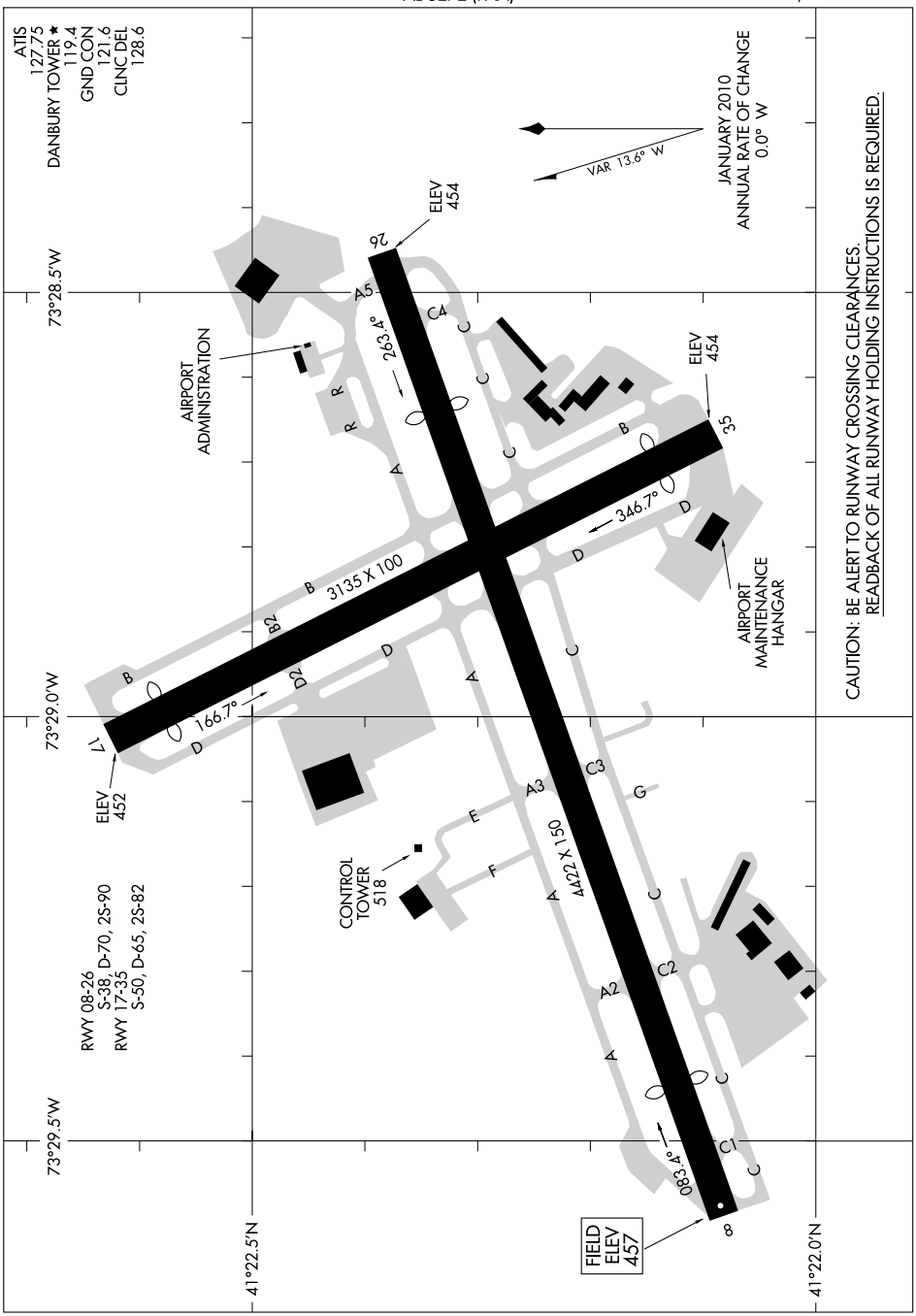
CATEGORY	A	B	C	D
CIRCLING	960-1 544 (600-1)		NA	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

CANDLELIGHT HELIPORT (See NEW MILFORD)

CHESTER (SNC) 3 SW UTC−5(−4DT) N41°23.03′ W72°30.35′

NEW YORK
L–33C, 34I
IAP

416 B S4 **FUEL** 100LL, JET A NOTAM FILE SNC

RWY 17–35: H2566X50 (ASPH) S–8.5 MIRL (NSTD) 0.5% up S

RWY 17: REIL. Thld dsplcd 559′. Trees. **RWY 35:** REIL. Trees.

AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar 1300–2300Z‡. Rwy 17 dsplcd thld marked but not lgtd; dsplcd thld 5 ft higher than end of rwy. Rotating beacon is clear strobe. Rwy 17–35 NSTD MIRL; no thld lgts.

WEATHER DATA SOURCES: AWOS–3 118.325 (860) 526–1551.

COMMUNICATIONS: CTAF/UNICOM 122.725

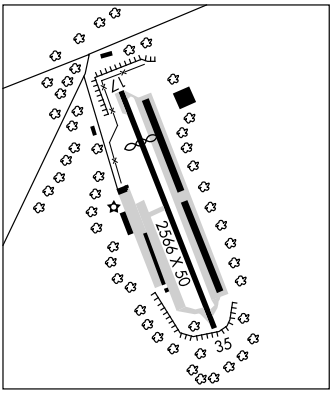
RCO 122.25 (BRIDGEPORT RADIO)

MADISON RCO 122.1R 110.4T (BRIDGEPORT RADIO)

Ⓡ **NEW YORK APP/DEP CON** 124.075

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 076° 9.4 NM to fld. 220/13W.



CLERA N41°22.94′ W73°06.75′ NOTAM FILE BDL.

NDB (MHW) 362 JWE 004° 5.9 NM to Waterbury–Oxford.

DANBURY MUNI (DXR) 3 SW UTC−5(−4DT) N41°22.29′ W73°28.93′

NEW YORK
L–33B, 34I
IAP, AD

458 B S4 **FUEL** 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE DXR

RWY 08–26: H4422X150 (ASPH–GRVD) S–38, D–70, 2S–90 MIRL

RWY 08: REIL. Thld dsplcd 368′. Trees.

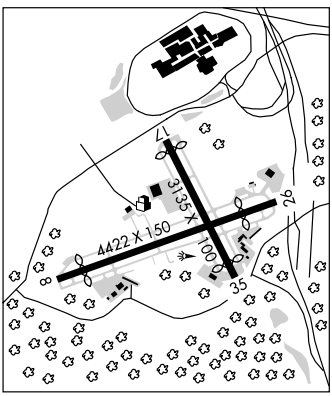
RWY 26: REIL. Thld dsplcd 734′. Trees.

RWY 17–35: H3135X100 (ASPH) S–50, D–65, 2S–82

RWY 17: Thld dsplcd 223′. Pole.

RWY 35: Thld dsplcd 231′. Trees.

AIRPORT REMARKS: Attended 1200Z‡–dusk. 24 hr self–serve fuel avbl. Deer and birds on and invof arpt. Rwy 17–35 CLOSED ngts. Arpt CLOSED to air carrier ops. Prohibited to ultralgt and unregistered acft. Part 121 and 135 ops compute effective rwy lengths. All others be aware remaining rwy length avbl after clearing controlling obstruction. Rwys 08 and 26 may be insufficient depending on type acft. Intersection tkfs; stop and go tkfs not authorized. Acft using Rwy 35 not visible from twr descending below 1300 ft on base leg until approaching ½ mi final due to natural terrain. TPA—1701(1243)—Jet acft 2201(1743). Noise abatement procedures in effect ctc arpt manager 203–797–4624. PPR 24 hours for unscheduled air carrier operations with more than 30 passenger seats; call arpt manager 203–797–4624. PPR for formation tkf/ldg; ctc arpt manager. Rotating bcn located one mile S of arpt on top of a hill. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26 when twr clsd–119.4.



WEATHER DATA SOURCES: ASOS 127.75 (1200–0300Z‡) (203) 791–8227. LAWRS.

COMMUNICATIONS: CTAF 119.4 **ATIS** 127.75 **UNICOM** 122.95

Ⓡ **NEW YORK APP/DEP CON** 126.4 **CLNC DEL** 128.6 (When DXR twr clsd.)

TOWER 119.4 (1200–0300Z‡) **GND CON** 121.6

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ISP.

CARMEL (L) VORW/DME 116.6 CMK Chan 113 N41°16.80′ W73°34.88′ 051° 7.1 NM to fld. 690/12W.

ILS/DME 111.55 I–DXR Chan 52Y Rwy 08. Localizer only. LOC unmonitored when twr clsd. LOC offset angle 3°. Unusable byd 20° rgt side of course. DME unusable byd 10 NM byd 5° right of course, and 12° left

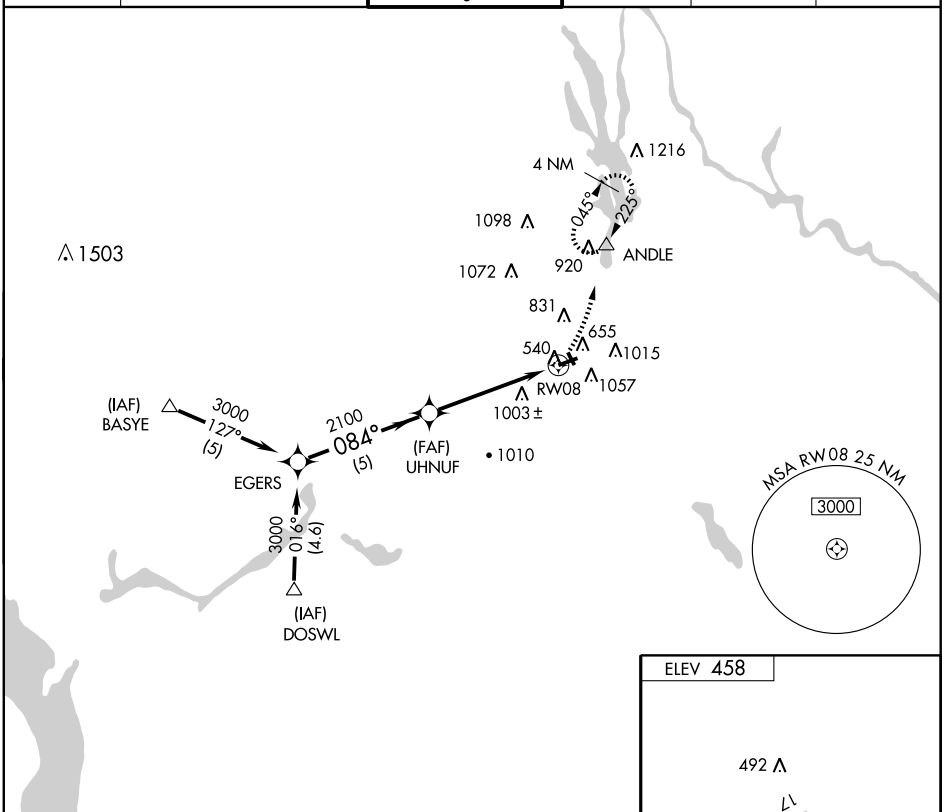
APP CRS	Rwy ldg	4054
084°	TDZE	457
	Apt Elev	458

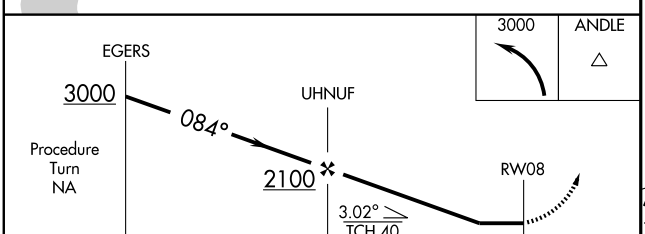
GPS RWY 8
DANBURY MUNI (DXR)

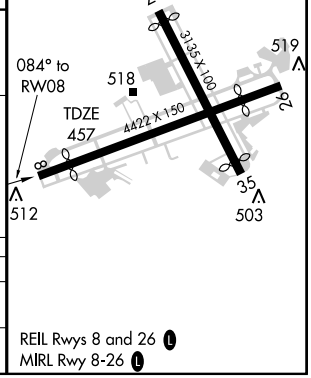
Circling not authorized south of Rwy 8-26.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct ANDLE and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON		DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4	257.65	119.4 L (CTAF)	121.6	128.6	122.95







CATEGORY	A	B	C	D
S-8	1260-1 803 (900-1)	1260-1¼ 803 (900-1¼)	1260-2¼ 803 (900-2¼)	1260-2½ 803 (900-2½)
CIRCLING	1380-1¼ 922 (1000-1¼)		1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

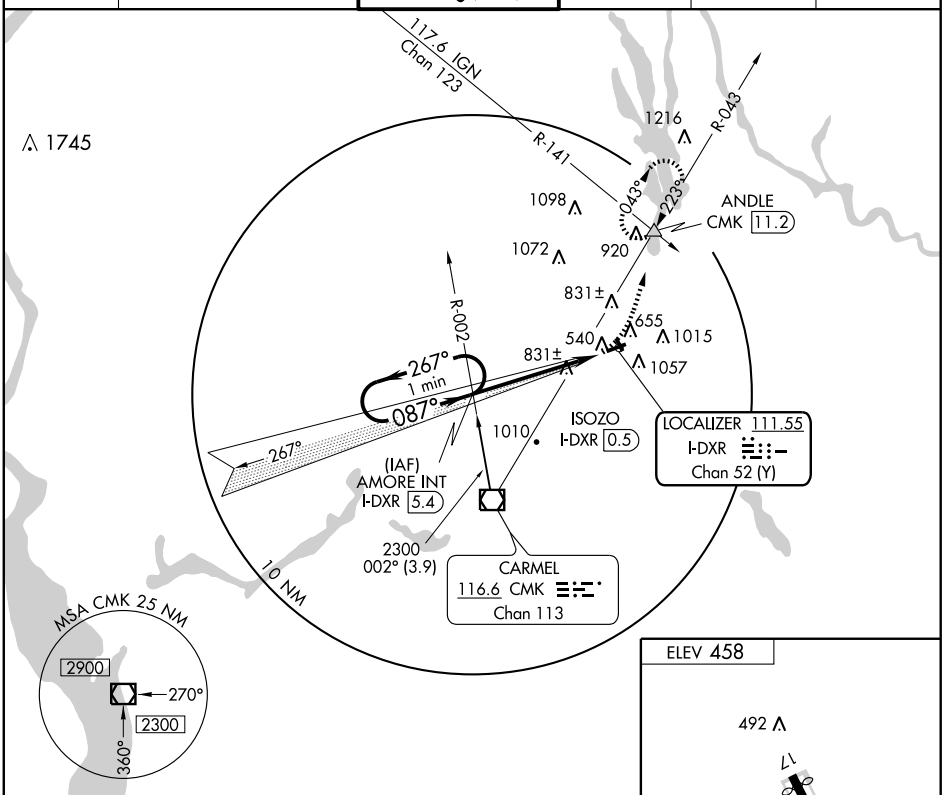
LOC/DME I-DXR	APP CRS	Rwy ldg	4054
111.55	087°	TDZE	457
Chan 52 (Y)		Apt Elev	458

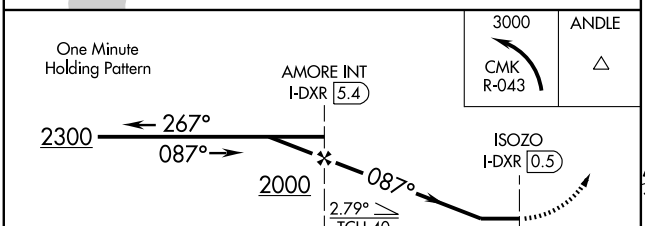
LOC RWY 8
DANBURY MUNI (DXR)

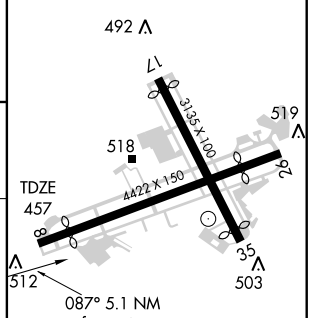
Circling NA south of Rwy 8-26. When local altimeter setting not received, use Waterbury-Oxford altimeter setting and increase all MDA 80 feet, and increase Circling visibility Cat B and Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 via CMK R-043 to ANDLE INT/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95







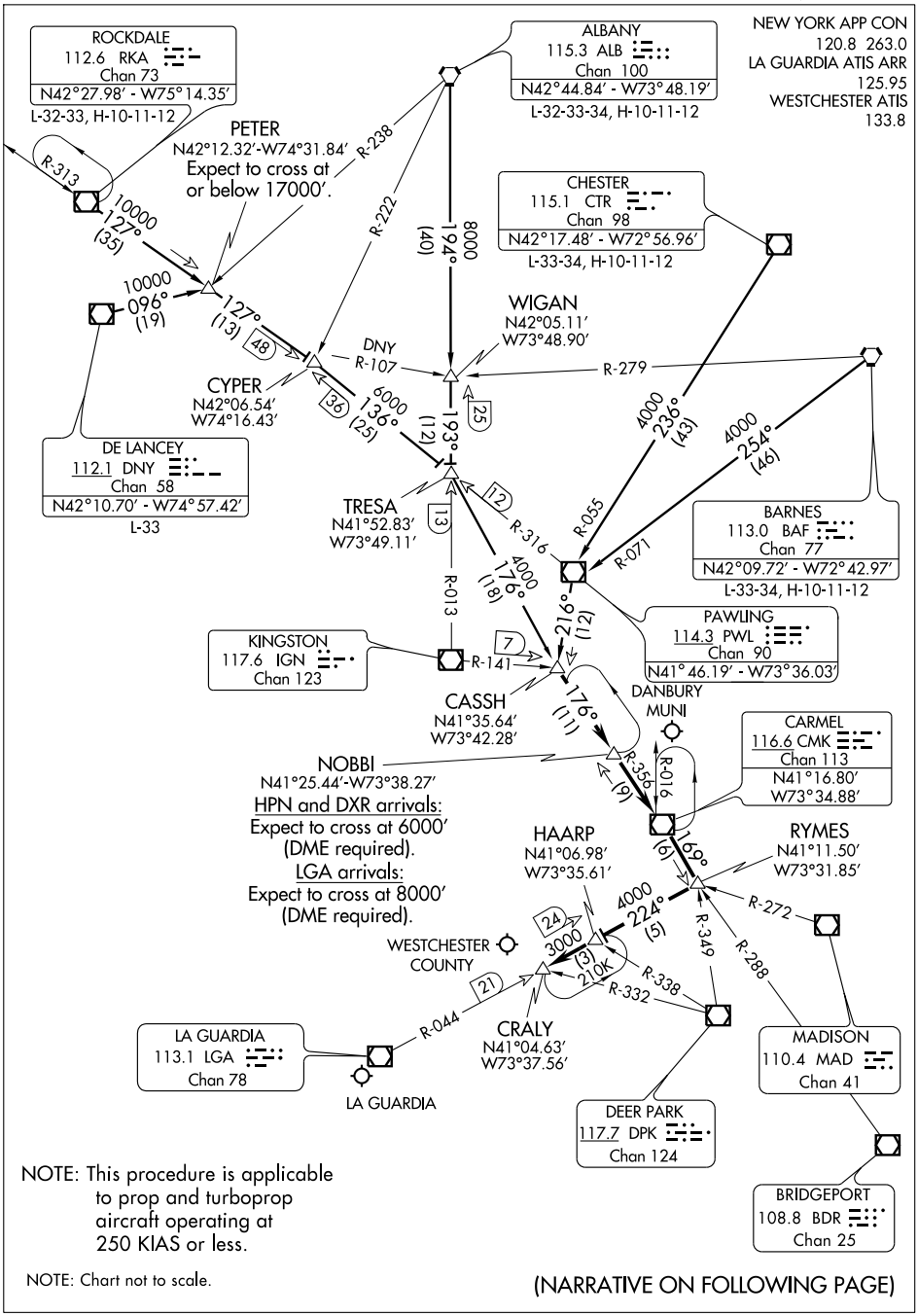
REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	1100-1	643 (700-1)	1100-1¾ 643 (700-1¾)	1100-2 643 (700-2)
CIRCLING	1380-1¼	922 (1000-1¼)	1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

NE-2, 21 OCT 2010 to 18 NOV 2010
NE-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

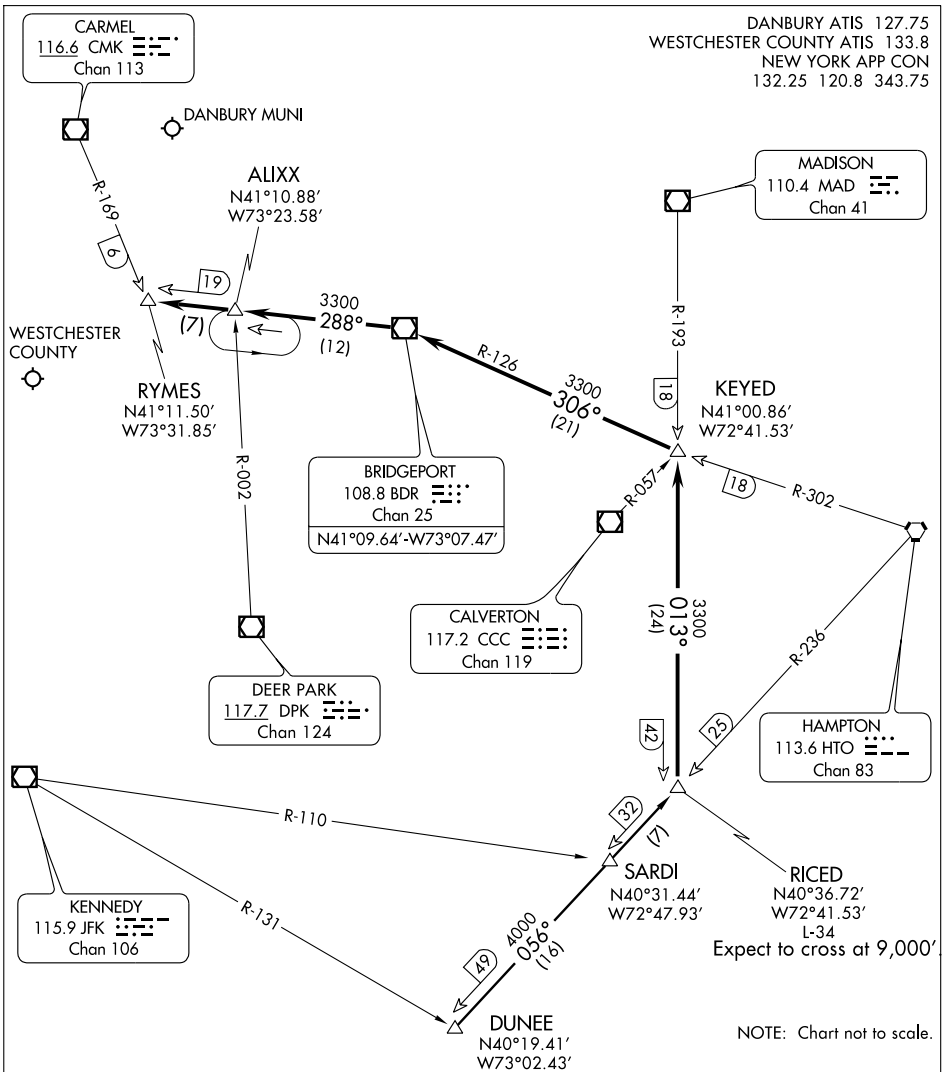
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 21 OCT 2010 to 18 NOV 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

RICED FOUR ARRIVAL (RICED.RICED4)

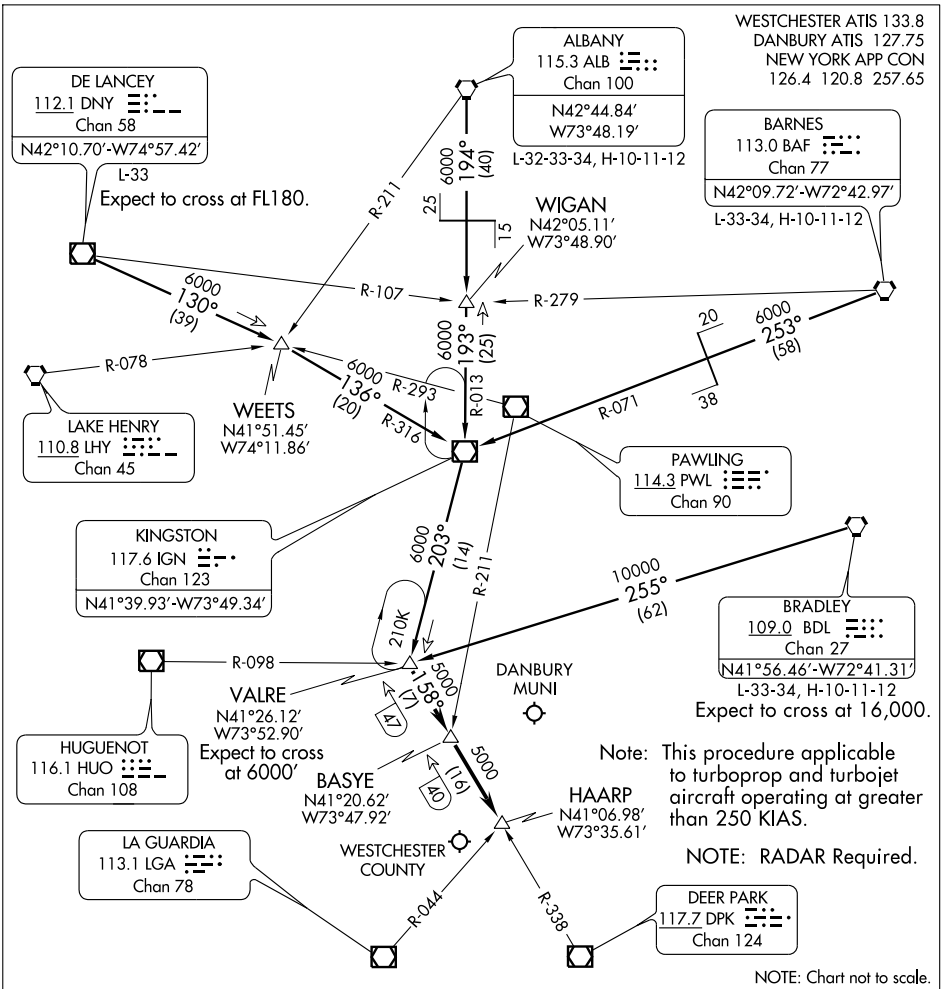
WHITE PLAINS, NEW YORK

NE-2, 21 OCT 2010 to 18 NOV 2010

NE-2, 21 OCT 2010 to 18 NOV 2010

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .
BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .
BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .
DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

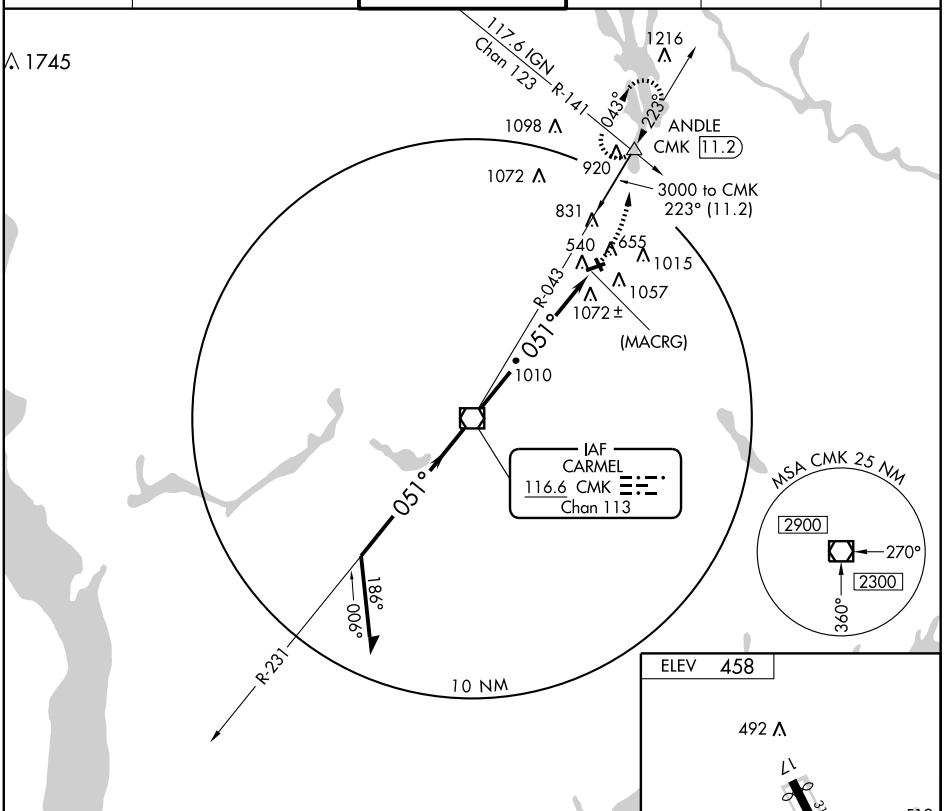
VOR/DME CMK	APP CRS	Rwy ldg	N/A
116.6	051°	TDZE	N/A
Chan 113		Apt Elev	458

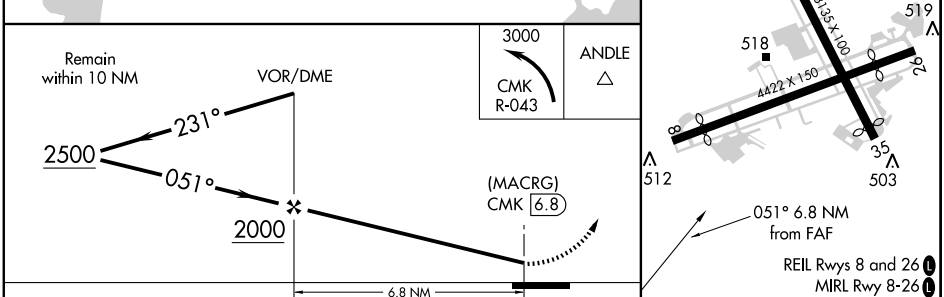
VOR or GPS-A
DANBURY MUNI (DXR)

Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE INT/CMK 11.2 DME and hold.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 L (CTAF)	121.6	128.6	122.95





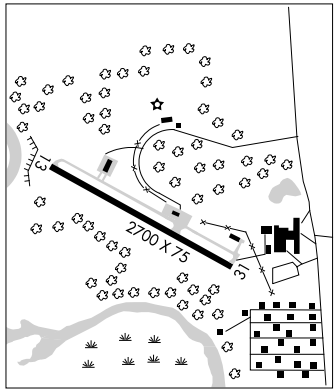
CATEGORY	A	B	C	D
CIRCLING	1380-1¼ 922 (1000-1¼)		1380-2¾ 922 (1000-2¾)	1380-3 922 (1000-3)

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

DANIELSON (LZD) 2 NW UTC−5(−4DT) N41°49.19′ W71°54.06′ **NEW YORK**
238 B S4 NOTAM FILE BDR **L–33C, 34J**
RWY 13–31: H2700X75 (ASPH) S–29 MIRL **IAP**
RWY 13: Tree. **RWY 31:** REIL. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Parachute Jumping. Extensive parachute jumping activity SR–SS May thru Sept. Glider activity on and invof arpt. Deer on and invof arpt. Ldgs and tkfs on Rwy 13–31 only; no turf use authorized. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 31—CTAF. Landing fee for business, corporate and revenue producing aircraft.
WEATHER DATA SOURCES: AWOS–3 119.125 (860) 779–7251. LAWRS.
COMMUNICATIONS: CTAF/UNICOM 123.0
PUTNAM RCO 122.1R 117.4T (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 135.4 (1045–0500Z‡)
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
PUTNAM (H) VOR/DME 117.4 PUT Chan 121 N41°57.33′ W71°50.65′ 211° 8.5 NM to fld. 650/14W.
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.



EAST HADDAM

GOODSPEED (42B) 1 SE UTC−5(−4DT) N41°26.74′ W72°27.34′ **NEW YORK**
9 NOTAM FILE BDR
RWY 14–32: H2120X50 (ASPH) S–8 LIRL
RWY 14: Trees. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Fuel unavailable. Deer occasionally on rwy at ngt. Landing fee. Overnight parking fee.
COMMUNICATIONS: CTAF/UNICOM 122.8
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

• •

00
WATERWAY 16–34: 4500X1000 (WATER)
WATERWAY 16: Bridge.

ELLINGTON (7B9) 2 N UTC−5(−4DT) N41°55.53′ W72°27.43′ **NEW YORK**
253 S4 **FUEL** 100LL TPA—1253(1000) NOTAM FILE BDR
RWY 01–19: H1800X50 (ASPH) S–9 LIRL (NSTD)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. Parachute Jumping. Extensive helicopter training ops. Rwy 01–19 rgt tfc for helicopters only. Rwy 01–19 NSTD LIRL due to spacing and color variation. NSTD LIRL Rwy 01–19 operates dusk–0500Z‡; after 0500Z‡ for NSTD LIRL Rwy 01–19 call 860–871–2054.
COMMUNICATIONS: CTAF/UNICOM 123.0
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

GOODSPEED (See EAST HADDAM)

VOR-A
DANIELSON (LZD)

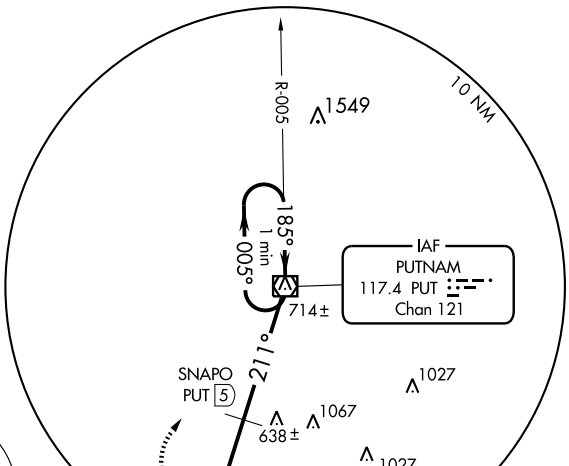
VOR/DME PUT 117.4 Chan 121	APP CRS 211°	Rwy ldg N/A TDZE N/A Apt Elev 238

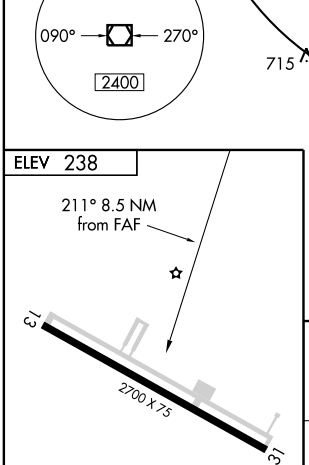
NA

When local altimeter setting not received, use Willimantic altimeter setting.

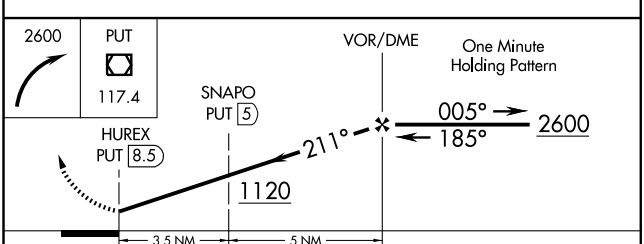
MISSED APPROACH: Climbing right turn to 2600 direct PUT VOR/DME and hold.

AWOS-3	WILLIMANTIC ASOS	PROVIDENCE APP CON ★	UNICOM
119.125	133.675	135.4 244.875	123.0 (CTAF) L





REIL Rwy 31 L
MIRL Rwy 13-31 L



FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

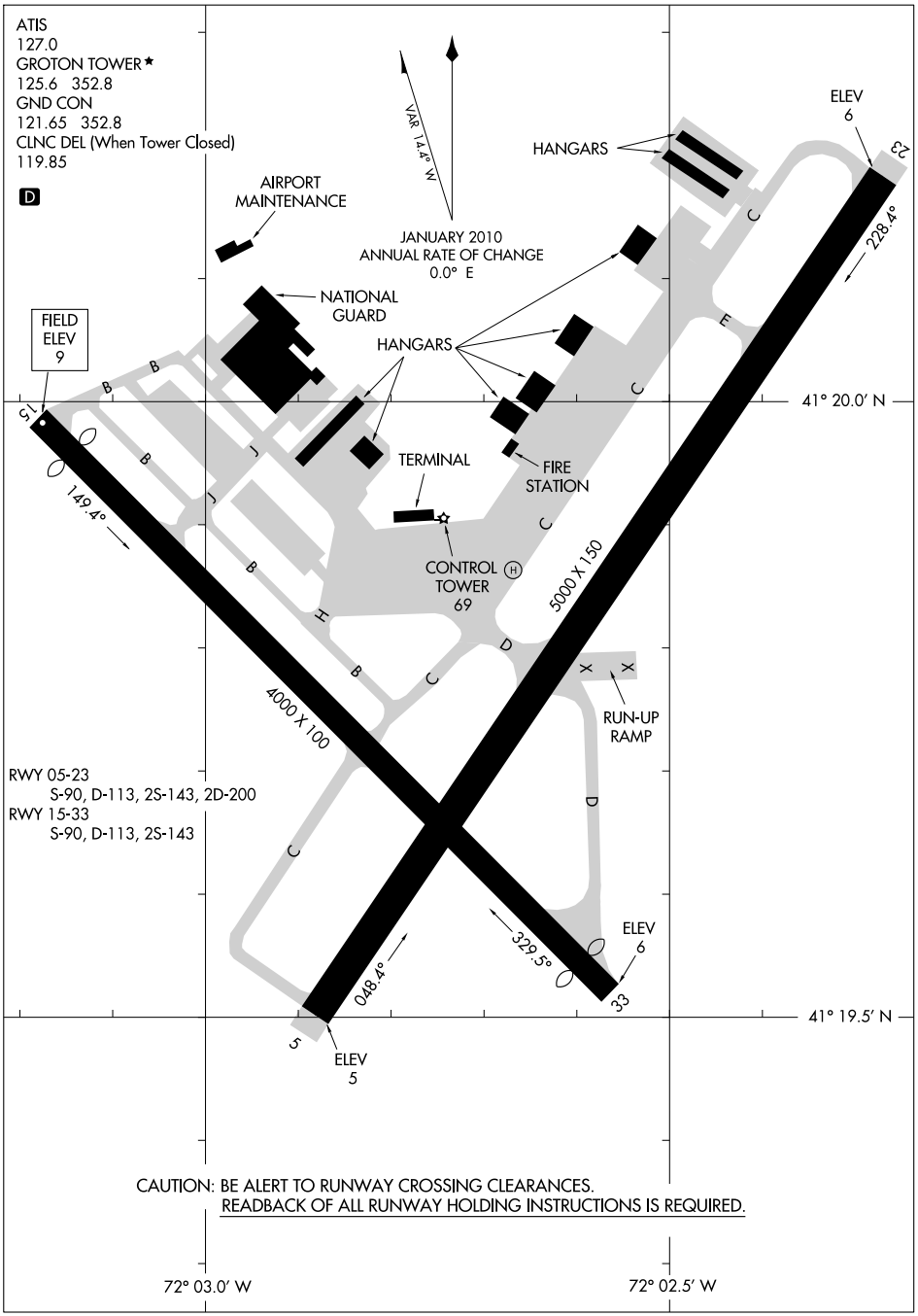
CATEGORY	A	B	C	D
CIRCLING	1120-1¼ 882 (900-1¼)		NA	
SNAPO FIX MINIMUMS				
CIRCLING	900-1 662 (700-1)	980-1¼ 742 (800-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT



NE-1, 21 OCT 2010 to 18 NOV 2010

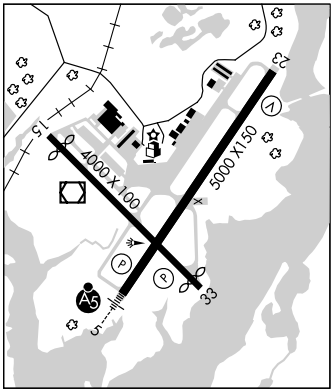
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
GROTON (NEW LONDON), CONNECTICUT
GROTON-NEW LONDON (GON)
10210

GROTON (NEW LONDON)

GROTON–NEW LONDON (GON) 3 SE UTC−5(−4DT) N41°19.80′ W72°02.71′ **NEW YORK**
9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—(See Remarks) LRA **H–10I, 12K, L–33C, 34I**
Class IV, ARFF Index A NOTAM FILE GON **IAP, AD**

RWY 05–23: H5000X150 (ASPH–GRVD) S–90, D–113, 2S–143 2D–200 HIRL
RWY 05: MALSR. PAPI (P4L)—GA 3.0° TCH 42′. Trees.
RWY 23: REIL. VASI(V4L)—GA 3.0°TCH 50′. Tree.
RWY 15–33: H4000X100 (ASPH–GRVD) S–90, D–113, 2S–143 HIRL
RWY 15: Thld dsplcd 307′. Tree/Railroad.
RWY 33: REIL. PAPI(P4L)—GA 3.75° TCH 34′. Thld dsplcd 205′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION:
RWY 15: TORA–4000 TODA–4000 ASDA–3798 LDA–3491
RWY 33: TORA–4000 TODA–4125 ASDA–3871 LDA–3666

AIRPORT REMARKS: Attended 1100–0200Z‡. For fuel after hrs call 24 hrs in advance 860–449–1400 or 446–8621. Self–svc 100LL avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 860–625–0375. No touch and go ops are permitted between 0300–1100Z‡. Practice apchs/full–stop/touch and go landings prohibited by pure jets acft and acft weighing 12,500 pounds and over except by written approval from the Connecticut State Bureau of Aviation and Ports. Deer, birds and waterfowl on and invof arpt. TPA 1009 (1000) lgt acft; 1509 (1500) turbojet and all turbine powered acft. No acft parking in arpt security zone on main ramp without prior authorization. Noise abatement procedures in effect are as follows: Rwy 05: Turn left heading 020° until reaching 1000′, then on course; Rwy 23: Turn left heading 210° until reaching 1000′, then on course; Rwy 33: Fly rwy heading until reaching 1000′, then on course. Terminal aerodrome forecast svc avbl. When twr clsd ACTIVATE HIRL Rwys 05–23 and 15–33; MALSR Rwy 05—CTAF. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available. U.S. Customs svc avbl with 6 hr PPR call Mon–Fri 1300–2100Z‡ on 203–773–2040 (or toll free in the U.S. 1–800–973–2867) and from Canada 407–975–1740. Call before 2000Z‡ on Friday for weekend or holiday svc requests. Transient pilots at general aviation ramp exit and re–enter arpt via pilot pedestrian gate adjacent to main terminal with posted gate lock combination. This gate is lgtd with electronic surveillance 24 hrs a day.

WEATHER DATA SOURCES: ASOS (860) 449–8921. LAWRS.
COMMUNICATIONS: CTAF 125.6 **ATIS** 127.0
RCO 122.1R 110.85T (BRIDGEPORT RADIO)
Ⓡ **PROVIDENCE APP/DEP CON** 125.75 (1045–0500Z‡) **CLNC DEL** 119.85 (0300–0500Z‡ and 1100–1200Z‡)
BOSTON CENTER APP/DEP CON 124.85 (0500–1045Z‡)
TOWER 125.6 (1200–0300Z‡) **GND CON** 121.65

AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GON.
(T) VOR/DME 110.85 GON Chan 45(Y) N41°19.82′ W72°03.12′ at fld. 20/14W.
VOR portion unusable:
241°–265° blo 5000′
DME portion unusable:
355°–019° blo 3000′
ILS/DME 111.3 I–GON Chan 50 Rwy 05. Class IT. ILS unmonitored when twr clsd.

HARTFORD N41°38.46′ W72°32.86′ NOTAM FILE HFD. **NEW YORK**
(L) VORW/DME 114.9 HFD Chan 96 334° 7.3 NM to Hartford–Brainard. 850/13W. **H–10I, 12J, L–33C, 34I**
HIWAS.

LOC/DME I-GON	APP CRS	Rwy ldg	5000
111.3	048°	TDZE	7
Chan 50		Apt Elev	9

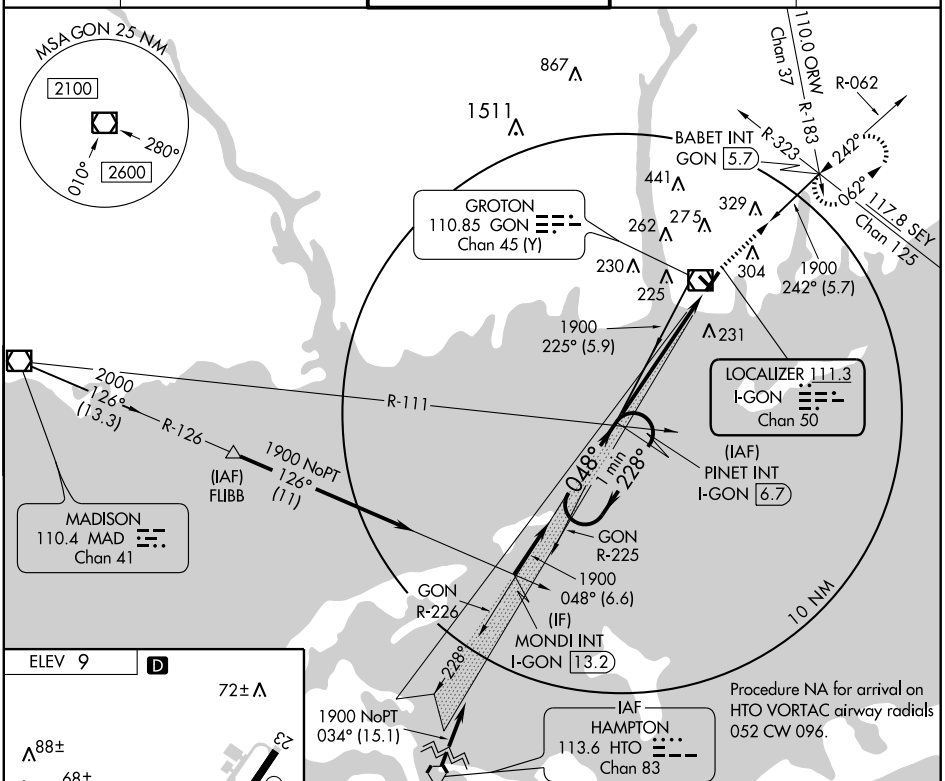
ILS or LOC RWY 5
GROTON-NEW LONDON (GON)

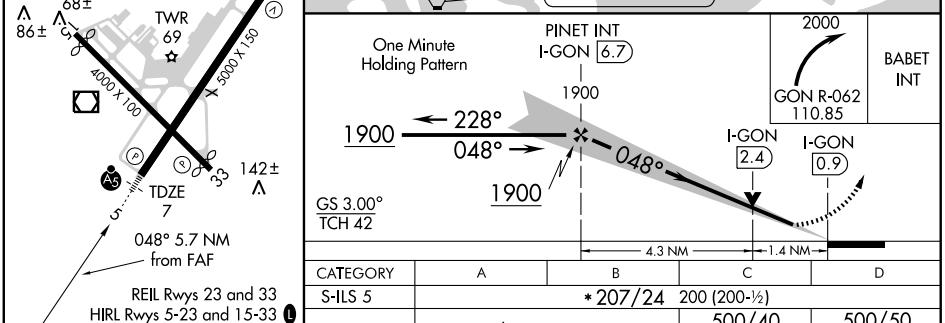
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling Rwy 23 NA at night.

MALSR

MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON *	GROTON TOWER *	GND CON	CLNC DEL *
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 5	* 207/24 200 (200-½)			
S-LOC 5	500/24 493 (500-½)		500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 45521 W05A	APP CRS 048°	Rwy ldg 5000 TDZE 7 Apt Elev 9

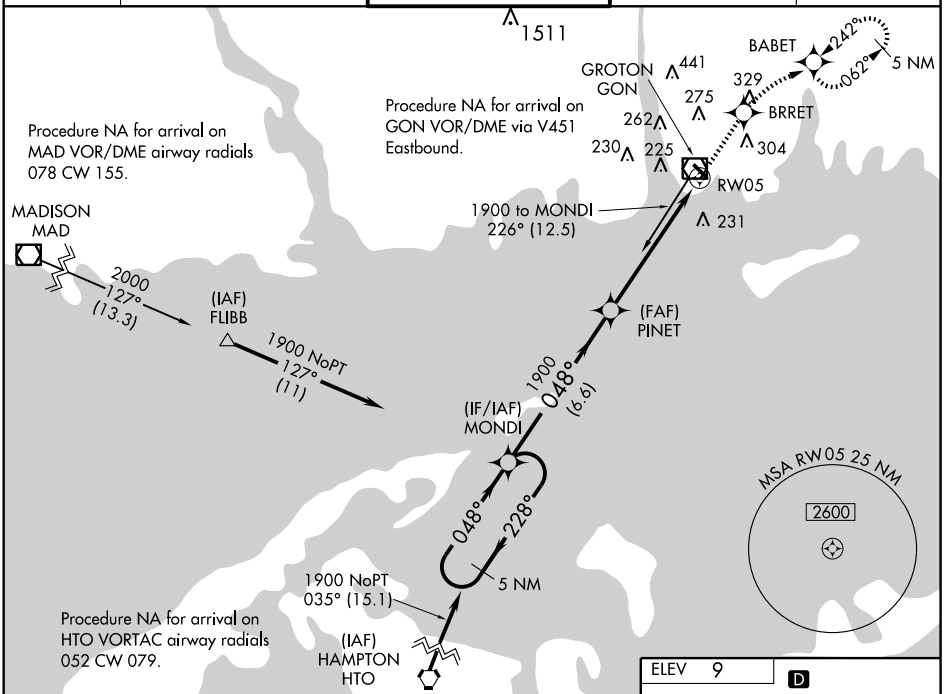
RNAV (GPS) RWY 5
GROTON-NEW LONDON (GON)

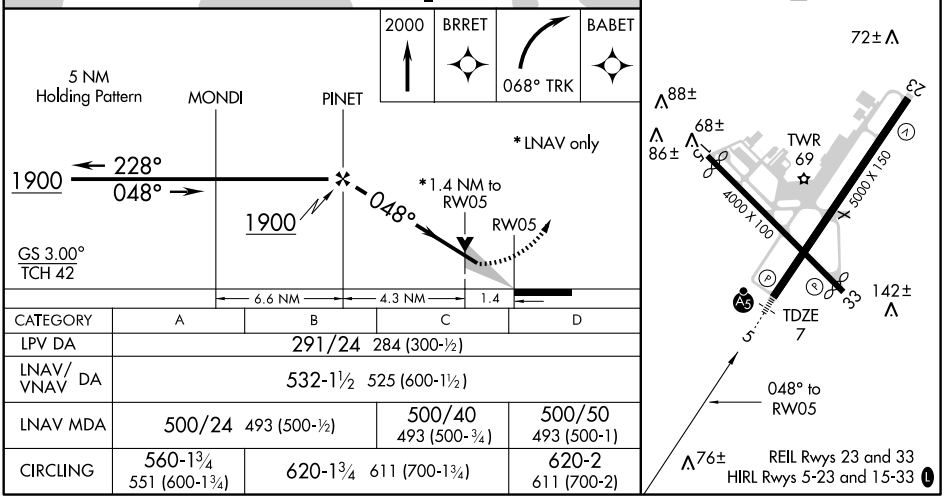
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night. For inoperative MALSR, increase LPV visiblity all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 direct BRRET and right turn on track 068° to BABET and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85





CATEGORY	A	B	C	D
LPV DA	291/24 284 (300-½)			
LNAV/VNAV DA	532-1½ 525 (600-1½)			
LNAV MDA	500/24 493 (500-½)		500/40 493 (500-¾)	500/50 493 (500-1)
CIRCLING	560-1¾ 551 (600-1¾)	620-1¾ 611 (700-1¾)		620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

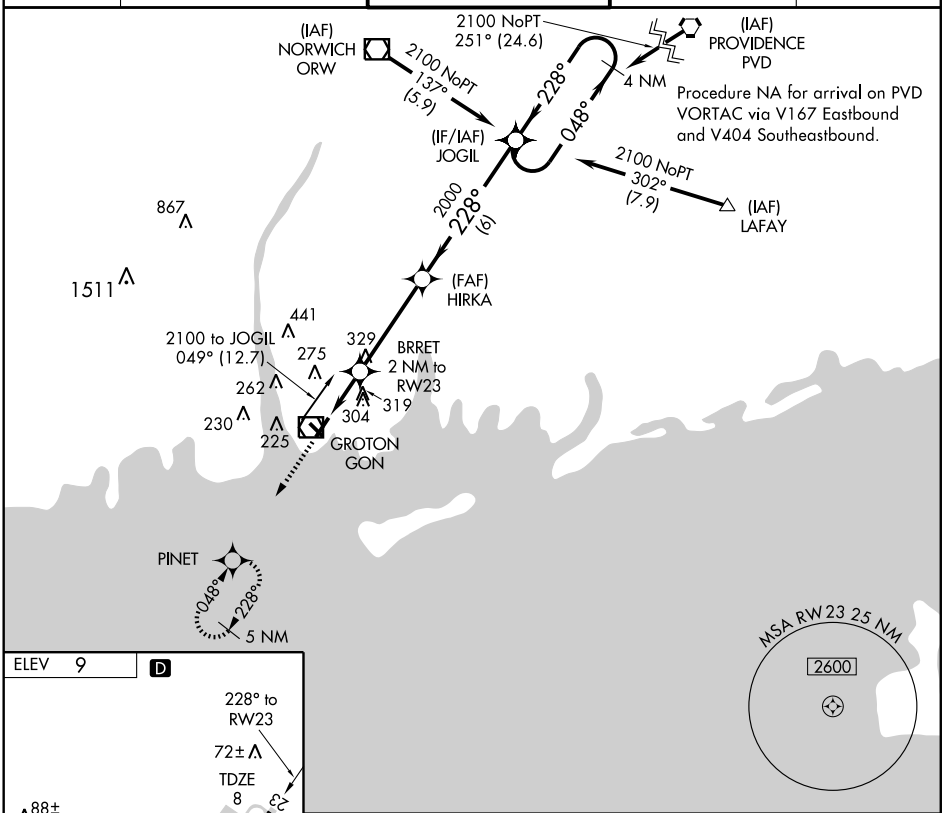
APP CRS	Rwy ldg	5000
228°	TDZE	8
	Apt Elev	9

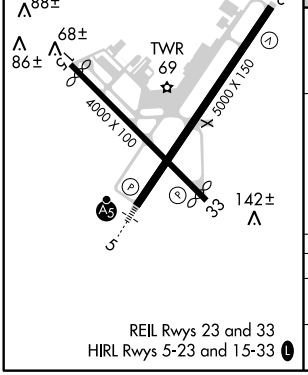
RNAV (GPS) RWY 23
GROTON-NEW LONDON (GON)

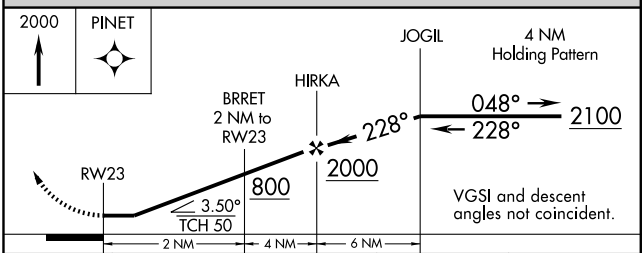
DME/DME RNP-0.3 NA. When VGSI Inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct PINET and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LNAV MDA	560-1 552 (600-1)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

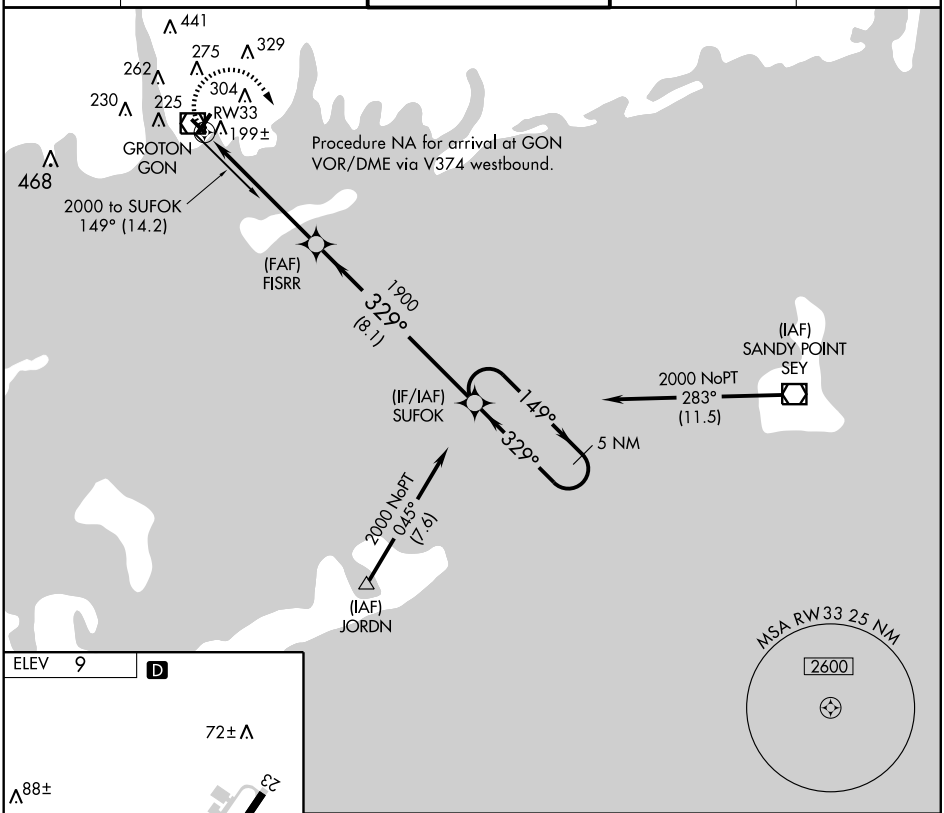
APP CRS	Rwy ldg	3665
329°	TDZE	8
	Apt Elev	9

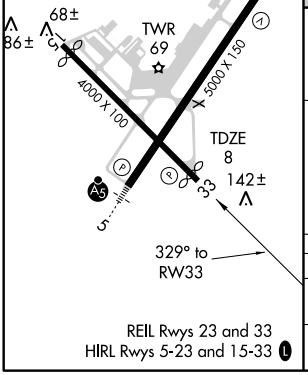
RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

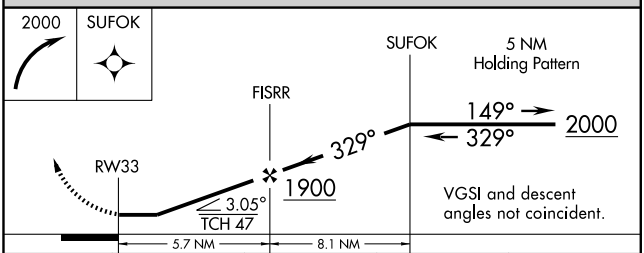
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop Straight-In/Circling Rwy 33 and Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







CATEGORY	A	B	C	D
LNAV MDA	460-1 452 (500-1)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

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NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GON	APP CRS	Rwy ldg 5000
110.85	027°	TDZE 7
Chan 45 (Y)		Apt Elev 9

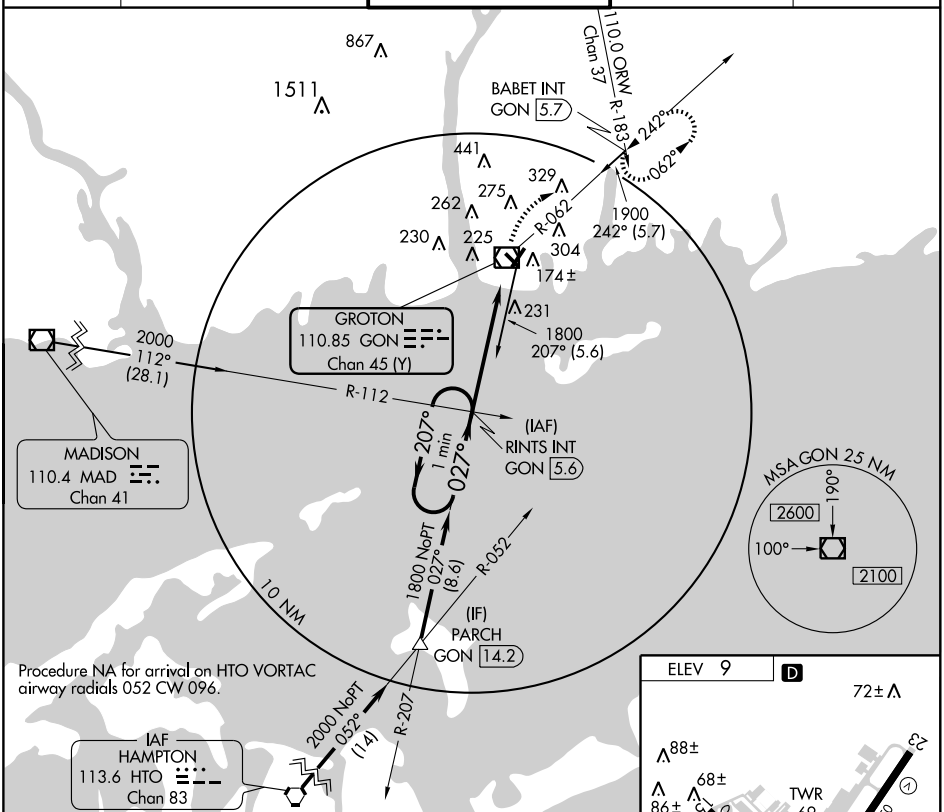
VOR RWY 5
GROTON-NEW LONDON (GON)

Inoperative table does not apply to Cat D.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling to Rwy 23 NA at night.

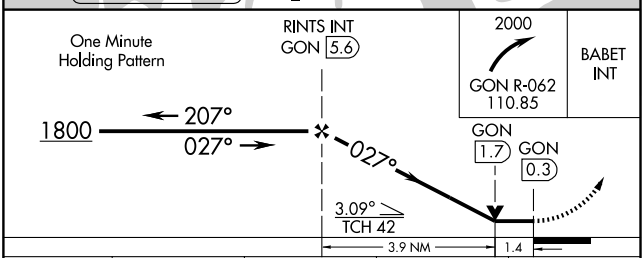
MALSR

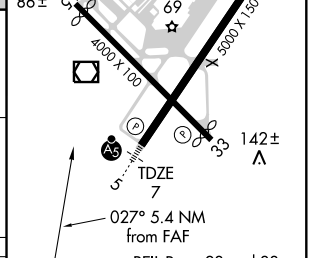
MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85



Procedure NA for arrival on HTO VORTAC airway radials 052 CW 096.





CATEGORY	A	B	C	D
S-5	500/24	493 (500-½)	500/40 493 (500-¾)	500-1½ 493 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

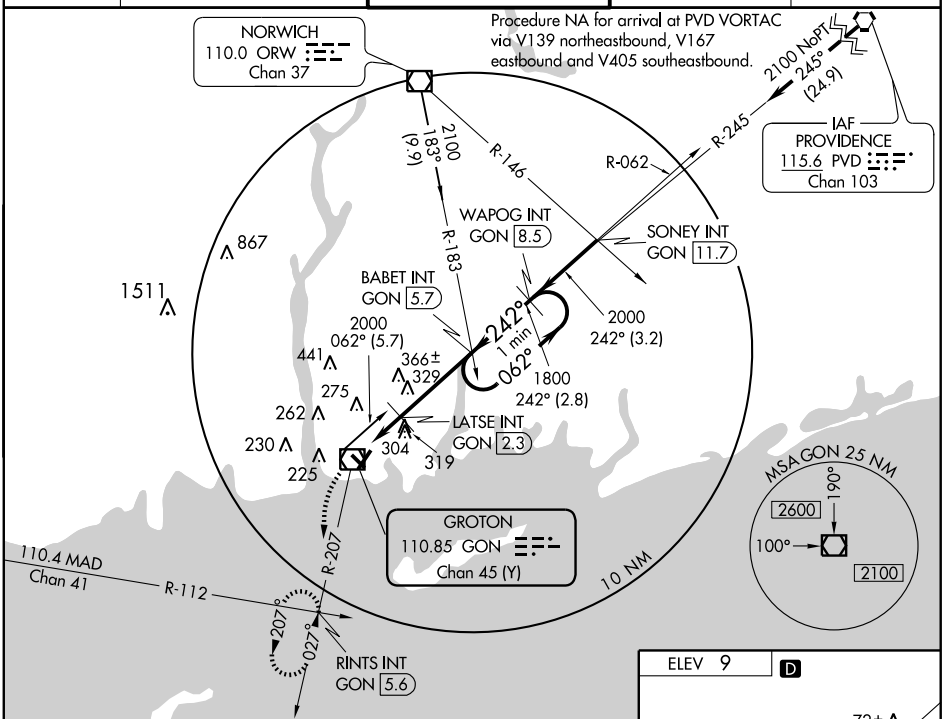
VOR/DME GON 110.85 Chan 45 (Y)	APP CRS 242°	Rwy ldg 5000 TDZE 8 Apt Elev 9

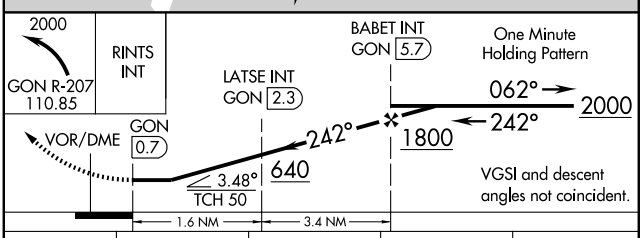
VOR RWY 23
GROTON-NEW LONDON (GON)

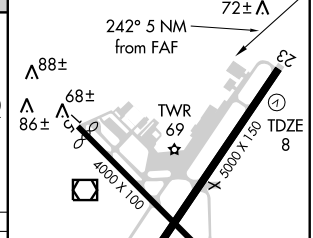
When VGSI inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.

ATIS	PROVIDENCE APP CON ★	GROTON TOWER ★	GND CON	CLNC DEL ★
127.0	125.75 319.2	125.6 (CTAF) L 352.8	121.65 352.8	119.85







REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33 L

CATEGORY	A	B	C	D
S-23	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 631 (700-1)		640-1¾ 631 (700-1¾)	640-2 631 (700-2)
LATSE FIX MINIMUMS				
S-23	580-1 572 (600-1)		580-1½ 572 (600-1½)	580-1¾ 572 (600-1¾)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

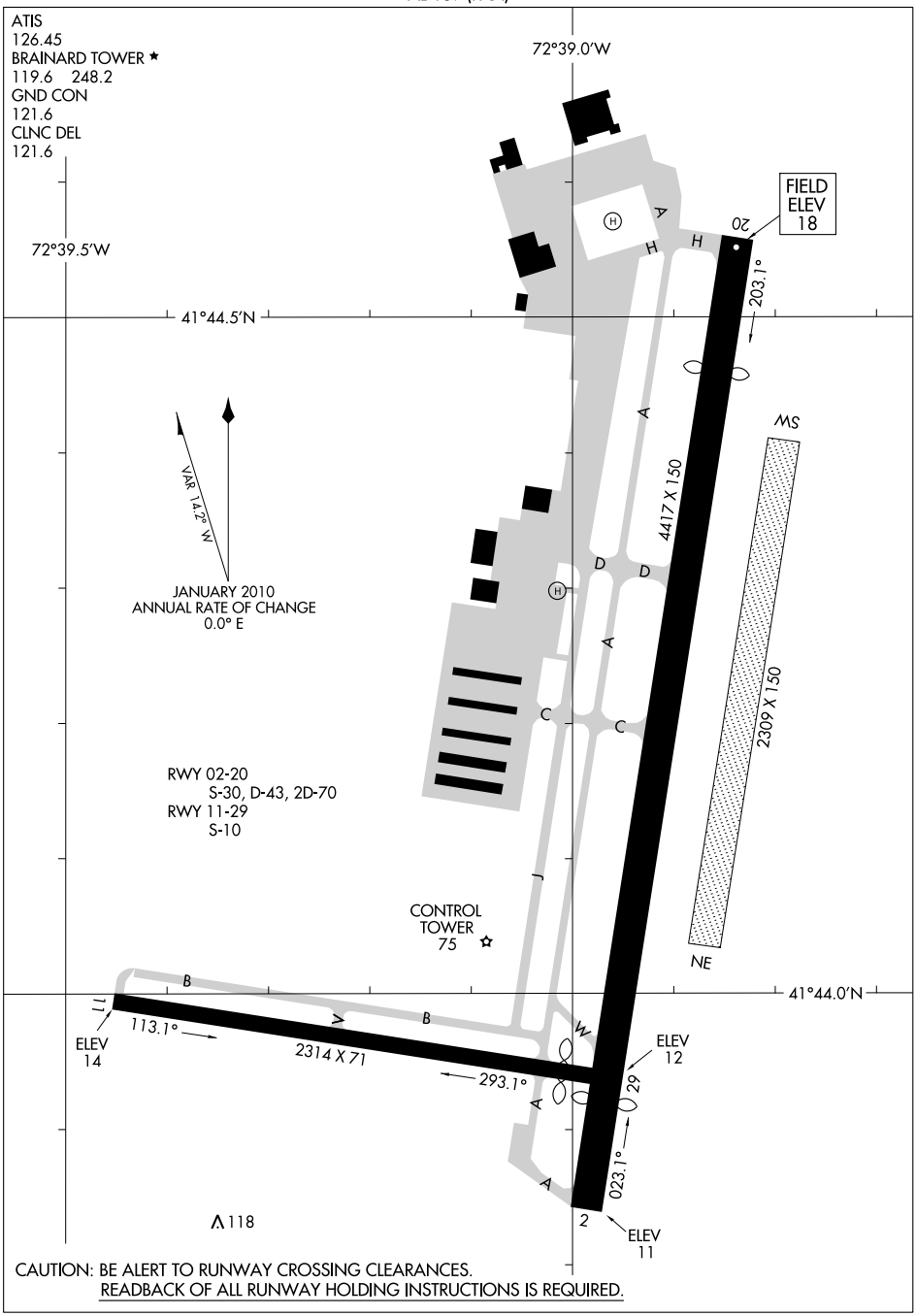
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)
HARTFORD, CONNECTICUT



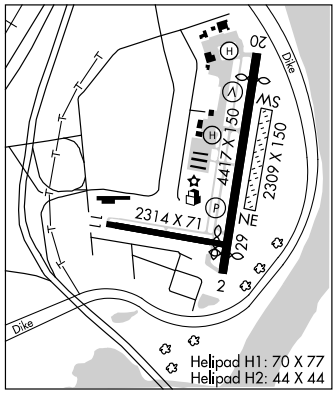
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HARTFORD, CONNECTICUT
HARTFORD-BRAINARD (HFD)

HARTFORD–BRAINARD (HFD) 3 SE UTC−5(−4DT) N41°44.20′ W72°38.97′ **NEW YORK**
18 B S4 **FUEL** 100LL, JET A TPA—1018(1000) NOTAM FILE HFD **L–33C, 34I**
RWY 02–20: H4417X150 (ASPH–GRVD) S–30, D–43, 2D–70 HIRL **IAP, AD**
RWY 02: REIL. PAPI(P4L)—GA 4.0° TCH 40′. Thld dsplcd 411′. Trees.
RWY 20: REIL. VASI(V4R)—GA 4.0°. Thld dsplcd 560′. Trees.
RWY 11–29: H2314X71 (ASPH) S–10 HIRL
RWY 11: Trees. **RWY 29:** Thld dsplcd 265′. Trees.
RWY NE–SW: 2309X150 (TURF)
RWY NE: Trees. **RWY SW:** Trees.



AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun 1100–0400Z‡. Be alert, (HFD) is located on west side of river. There is a clsd arpt 1 mile east northeast of (HFD). Turf Rwy NE–SW CLOSED during winter months from Nov 2 to Apr 30 except for ski–equipped acft and helicopter training. Arpt CLOSED to air carrier ops. 20 ft drop off departure end Rwy 20. Birds and deer on and invof airport. Touch and go ldg and practice instrument apch prohibited Mon–Sat 0300–1100Z‡ and Sun 0300–1400Z‡. Arpt located in noise sensitive area and populated areas to S and W should be avoided, see Brainard twr letters to airmen. Rwy 02–20 grooving 130 ft wide. When twr clsd ACTIVATE HIRL Rwy 02–20 and REIL Rwy 02 and Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 on 24 hrs. Ldg fee for business, corporate and revenue producing acft.
WEATHER DATA SOURCES: ASOS (860) 527–5837 **HIWAS** 114.9 HFD. LAWRS.
COMMUNICATIONS: CTAF 119.6 **ATIS** 126.45 (860) 246–5929 **UNICOM** 122.95
Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 121.6
BRAINARD TOWER 119.6 (1100–0500Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
(L) VORW/DME 114.9 HFD Chan 96 N41°38.47′ W72°32.85′ 334° 7.3 NM to fld. 849/13W. **HIWAS.**
LOMIS NDB (LOM) 244 HF N41°38.13′ W72°37.54′ 005° 6.2 NM to fld. NDB unmonitored when twr clsd. SHUTDOWN.
LDA 109.7 I–HFD Rwy 02. LDA unmonitored when twr clsd.

• •

HELIPAD H1: H70X77 (ASPH) MIRL
HELIPAD H2: H44X44 (ASPH) MIRL
HELIPORT REMARKS: Helipad H1 hanger (26 ft high at 290° west) 234 ft from helipad.

IGOR I SIKORSKY MEM (See BRIDGEPORT)

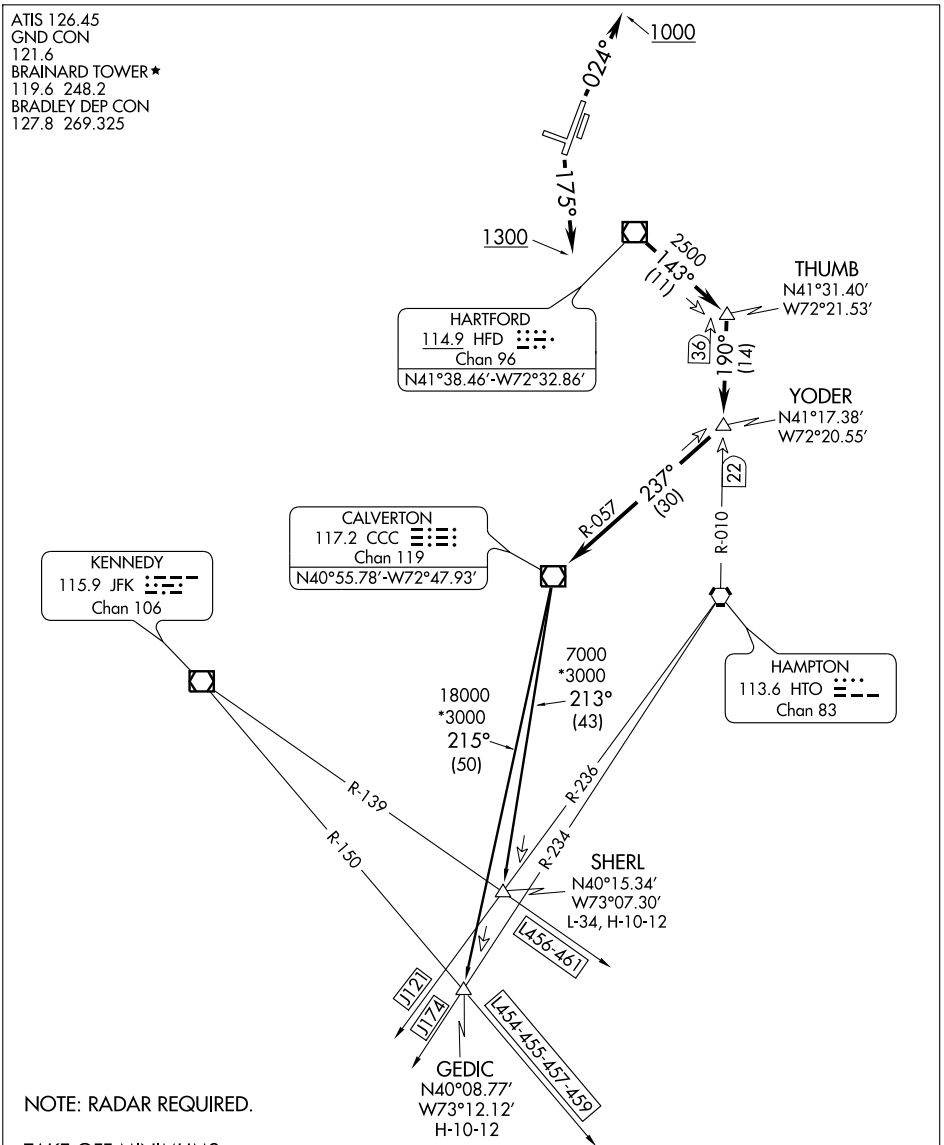
LOMIS N41°38.13′ W72°37.54′ NOTAM FILE HFD. **NEW YORK**
NDB (LOM) 244 HF 005° 6.2 NM to Hartford–Brainard. NDB unmonitored when twr clsd. SHUTDOWN. **L–33C, 34I**

MADISON N41°18.83′ W72°41.53′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 110.4 MAD Chan 41 264° 9.3 NM to Tweed–New Haven. 220/13W **H–10I, L–33C, 34I**
DME portion unusable 330°–060° byd 30 NM blo 4000′.
RCO 122.1R 110.4T (BRIDGEPORT RADIO)

MARLBOROUGH

SALMON RIVER AIRFIELD (9B8) 3 S UTC−5(−4DT) N41°35.37′ W72°26.54′ **NEW YORK**
540 NOTAM FILE BDR
RWY 17–35: 2000X60 (TURF)
RWY 17: Trees. Rgt tfc. **RWY 35:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt CLOSED SS–SR. Arpt CLOSED Dec 15–Apr 30.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 2, STANDARD.
Rwy 20, 300-1½ or STANDARD with minimum climb of 217′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 175° to 1300 or as assigned for radar vectors to HFD VOR/DME, thence . . .

. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLES:
Rwy 2: Pipe on OL building beginning 376′ from DER, 593′ left of centerline, up to 25′ AGL/57′ MSL. Bushes beginning 587′ from DER, 186′ left of centerline, up to 10′ AGL/54′ MSL. Trees beginning 765′ from DER, 59′ left of centerline, up to 100′ AGL/134′ MSL. Trees beginning 57′ from DER, 46′ right of centerline, up to 100′ AGL/125′ MSL. OL on levee 189′ from DER, on centerline to 154′ right of centerline, up to 22′ AGL/45′ MSL.
Rwy 20: Levee 56′ from DER, 453′ left of centerline, up to 24′ AGL/42′ MSL. Trees and bushes beginning 160′ from DER, 118′ left of centerline, up to 100′ AGL/119′ MSL. OL on dike beginning 493′ DER, 277′ left of centerline, up to 27′ AGL/45′ MSL. Spires from 1.12 NM from DER, 403′ left of centerline, 150′ AGL/195′ MSL. Light beginning 196′ from DER, 400′ right of centerline, up to 24′ AGL/42′ MSL. Trees beginning 798′ from DER, 28′ right of centerline, up to 100′ AGL/142′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

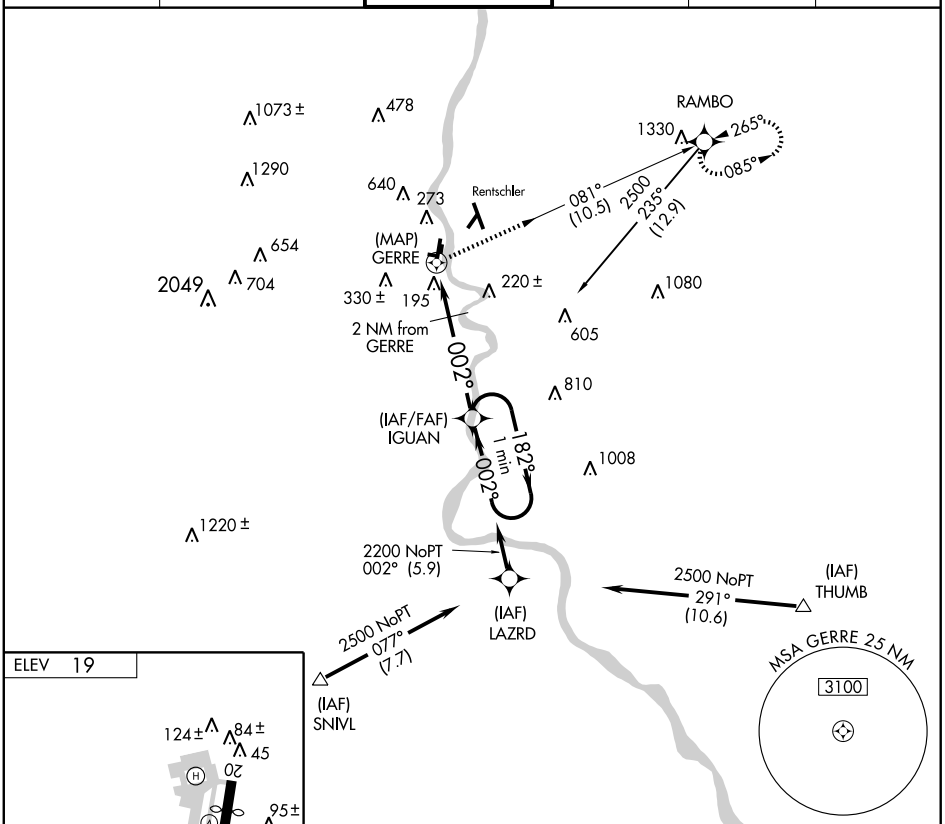
APP CRS	Rwy ldg	4006
002°	TDZE	18
	Apt Elev	19

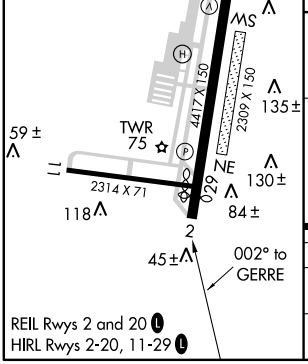
GPS RWY 2
HARTFORD-BRAINARD (HFD)

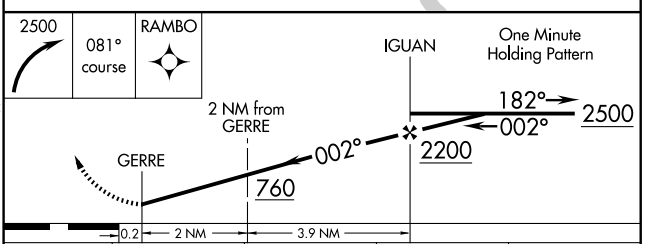
NA

MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95







CATEGORY	A	B	C	D
S-2	460-1 442 (500-1)		460-1¼ 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

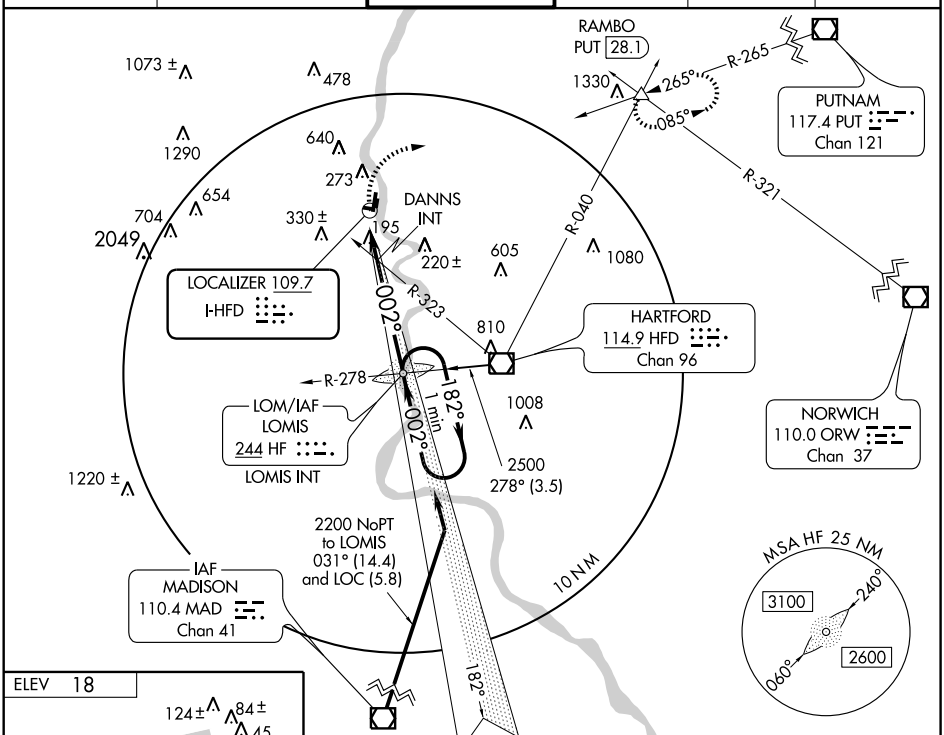
NE-1, 21 OCT 2010 to 18 NOV 2010

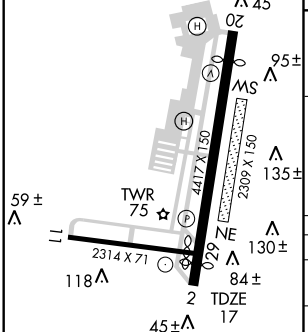
LOC I-HFD	APP CRS	Rwy ldg	4006
109.7	002°	TDZE	17
		Apt Elev	18

LDA RWY 2
HARTFORD-BRAINARD (HFD)

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

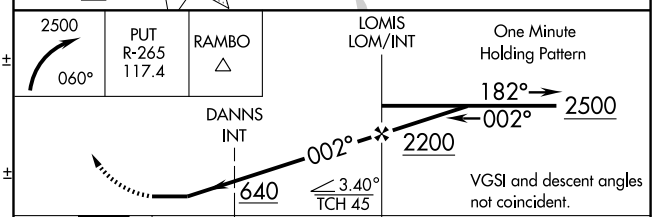
ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95





REIL Rwys 2 and 20 L
HIRL Rwys 2-20 and 11-29 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

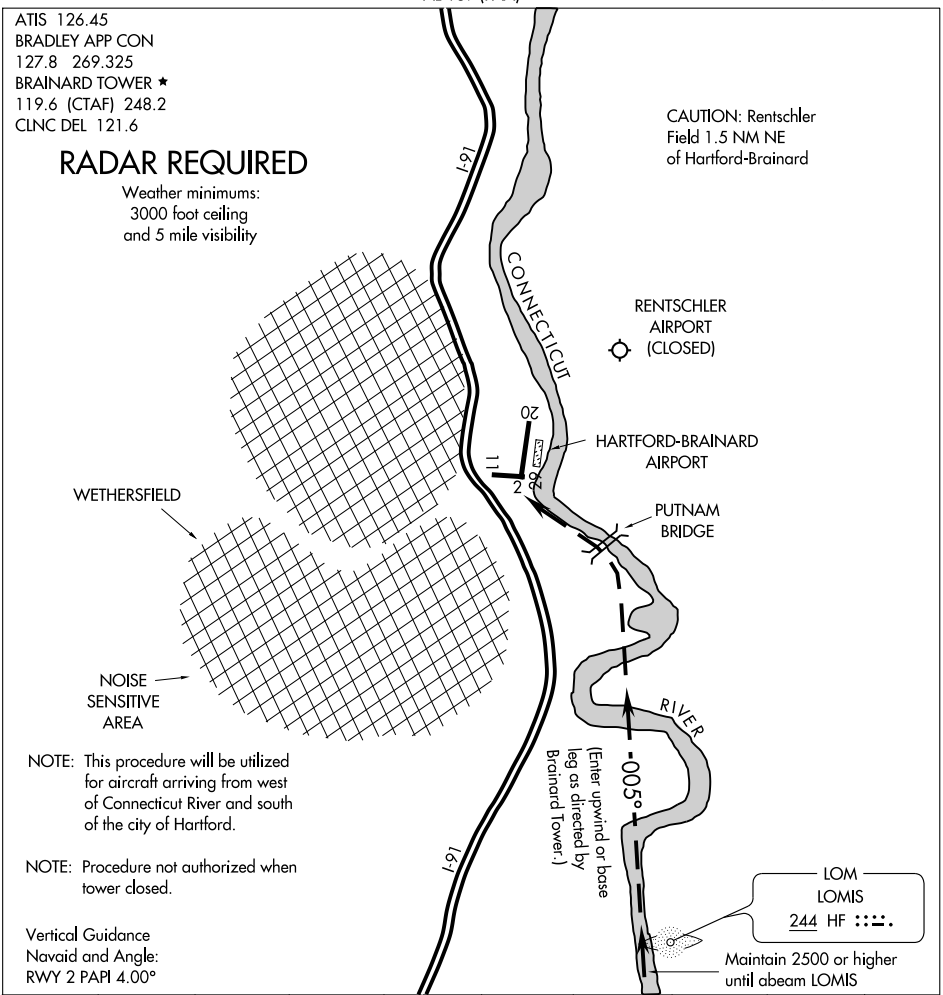


CATEGORY	A	B	C	D
S-2	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	640-1 622 (700-1)		940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)
DANNS INT MINIMUMS				
S-2	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)
CIRCLING	580-1 562 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

RIVER VISUAL RWY 2



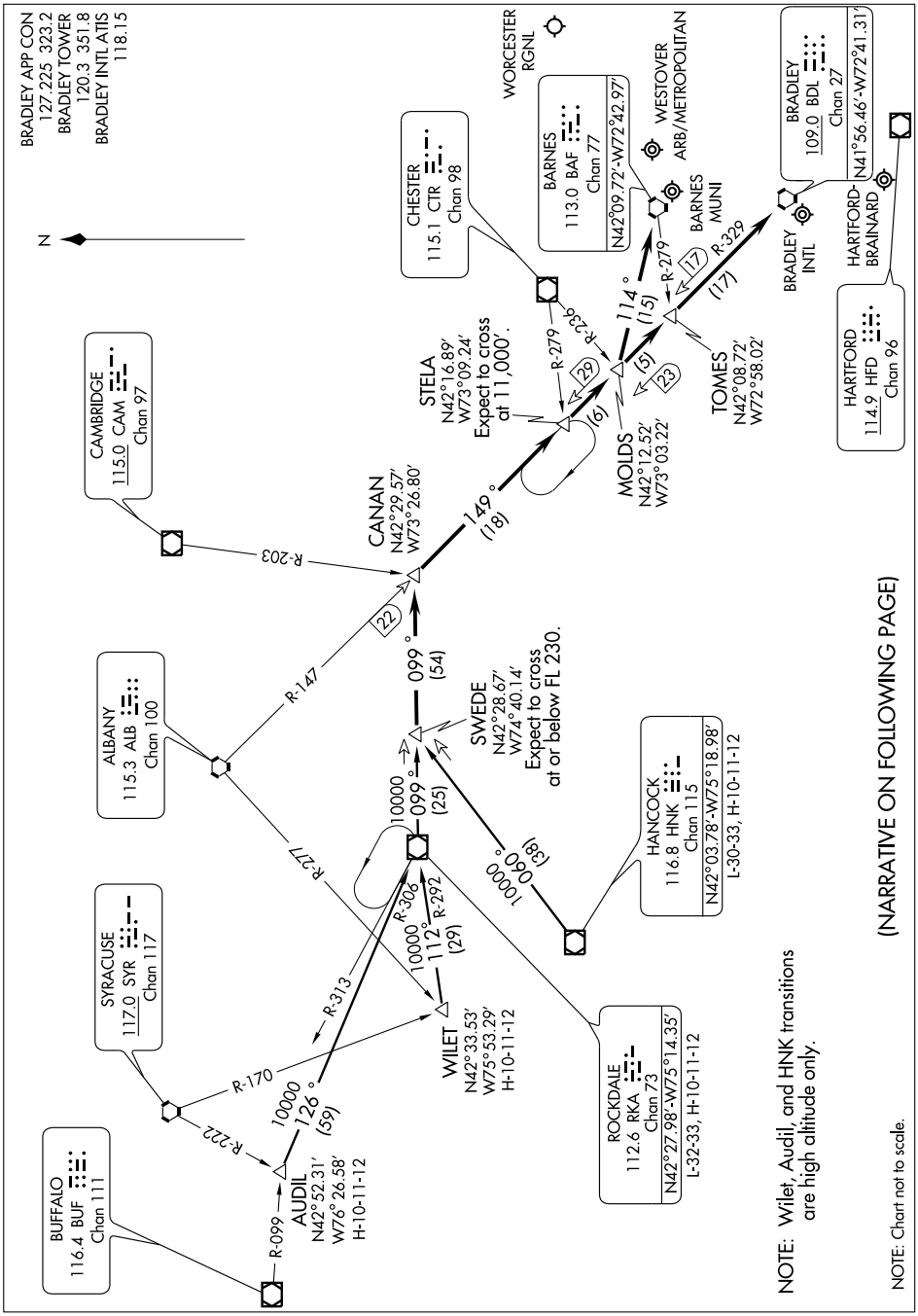
NE-1, 21 OCT 2010 to 18 NOV 2010

41°44′N - 72°39′W

RIVER VISUAL RWY 2
HARTFORD, CONNECTICUT
HARTFORD-BRAINARD (HFD)
Orig 09127

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

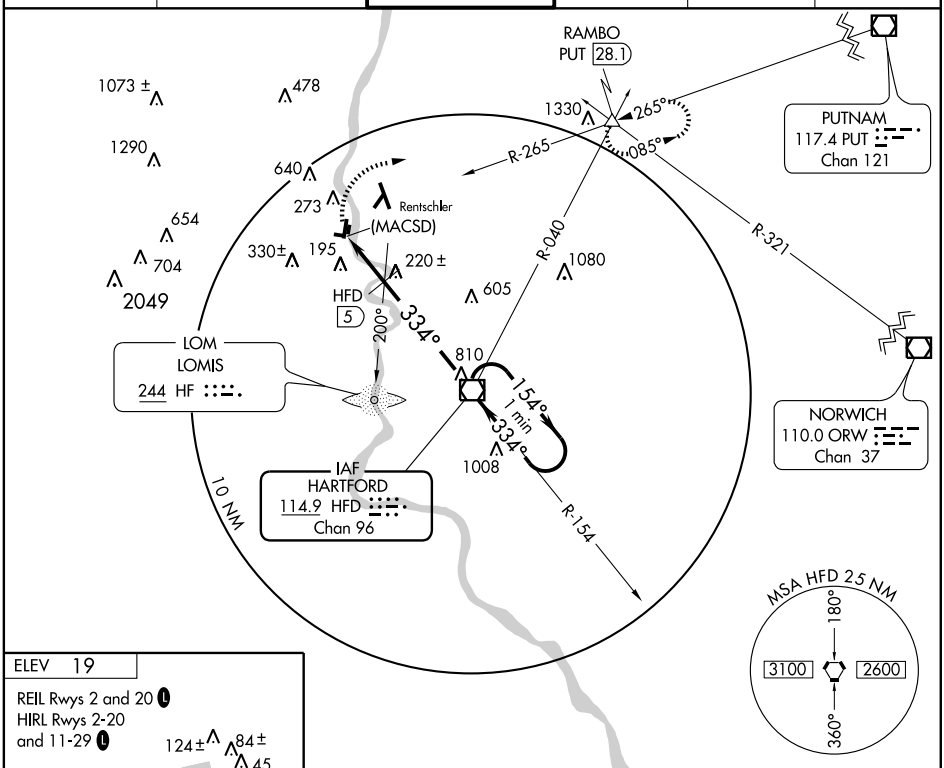
NE-1, 21 OCT 2010 to 18 NOV 2010

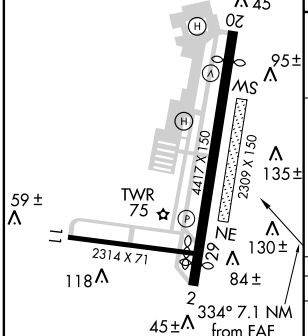
VOR/DME HFD	APP CRS	Rwy ldg	N/A
114.9	334°	TDZE	N/A
Chan 96		Apt Elev	19

VOR or GPS-A
HARTFORD-BRAINARD (HFD)

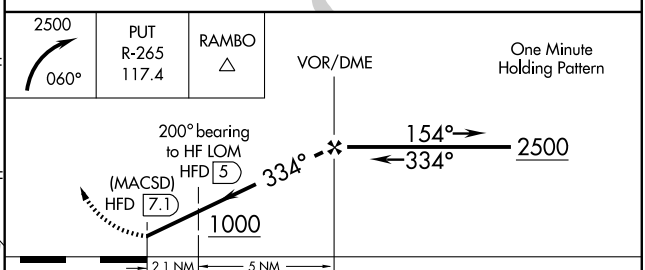
MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

ATIS	BRADLEY APP CON	BRAINARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.45	127.8 269.325	119.6 (CTAF) L 248.2	121.6	121.6	122.95





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 981 (1000-1¼)	1000-1½ 981 (1000-1½)	1000-3 981 (1000-3)	

LOM or DME MINIMUMS				
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

MERIDEN MARKHAM MUNI (MMK) 3 SW UTC−5(−4DT) N41°30.52′ W72°49.77′

NEW YORK
L–33B, 34I
IAP

103 B S4 **FUEL** 100LL TPA—See Remarks NOTAM FILE MMK

RWY 18–36: H3100X75 (ASPH) S–30 MIRL

RWY 18: Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.5° TCH 40′. P-lines.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Crane 150 ft AGL ¼ mile NW apch end Rwy 18 dalgt hours intermittent. Crane(s) ¼ mile NW arpt. PPR for jet. Rwy 36 no touch and go ldg. Calm wind Rwy 18. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 36—CTAF. TPA for fixed wing acft 1103 (1000); TPA for helicopters 603 (500).

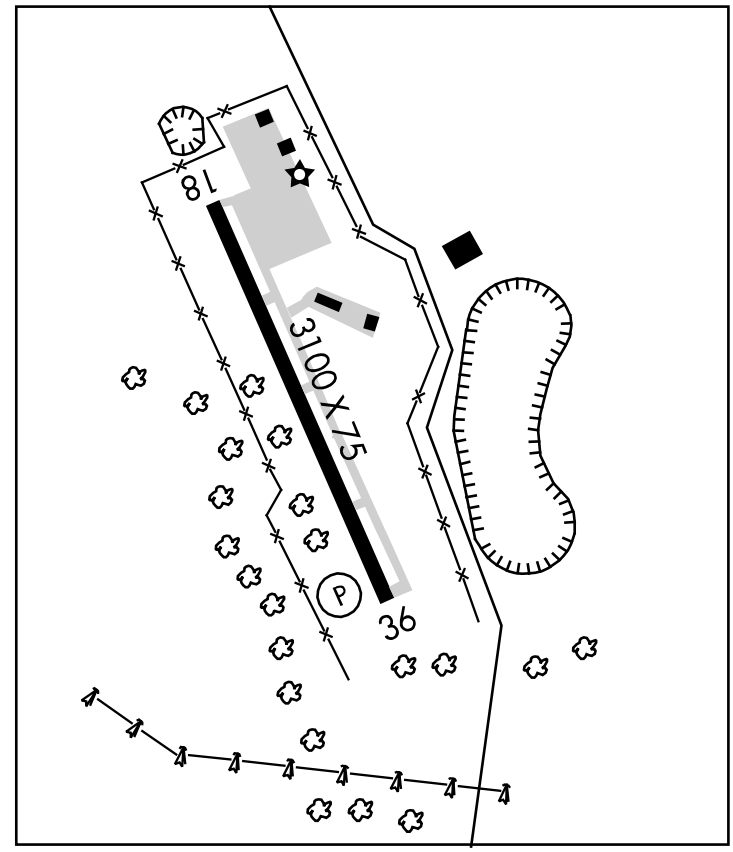
WEATHER DATA SOURCES: ASOS 134.925 (203) 639–9405.

COMMUNICATIONS: CTAF/UNICOM 123.05

Ⓡ **BRADLEY APP/DEP CON** 127.8 **CLNC DEL** 120.65

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 345° 13.2 NM to fld. 220/13W.



NEW HAVEN N41°15.74′ W72°53.11′ NOTAM FILE HVN.

NEW YORK
L–33B, 34I

(T) VOR/DME 109.8 HVN Chan 35 at Tweed–New Haven. 6/13W.
VOR/DME unusable 070°–120° blo 6000′; 120°–070° byd 18 NM blo 2700′.

RCO 122.1R 109.8T (BRIDGEPORT RADIO)

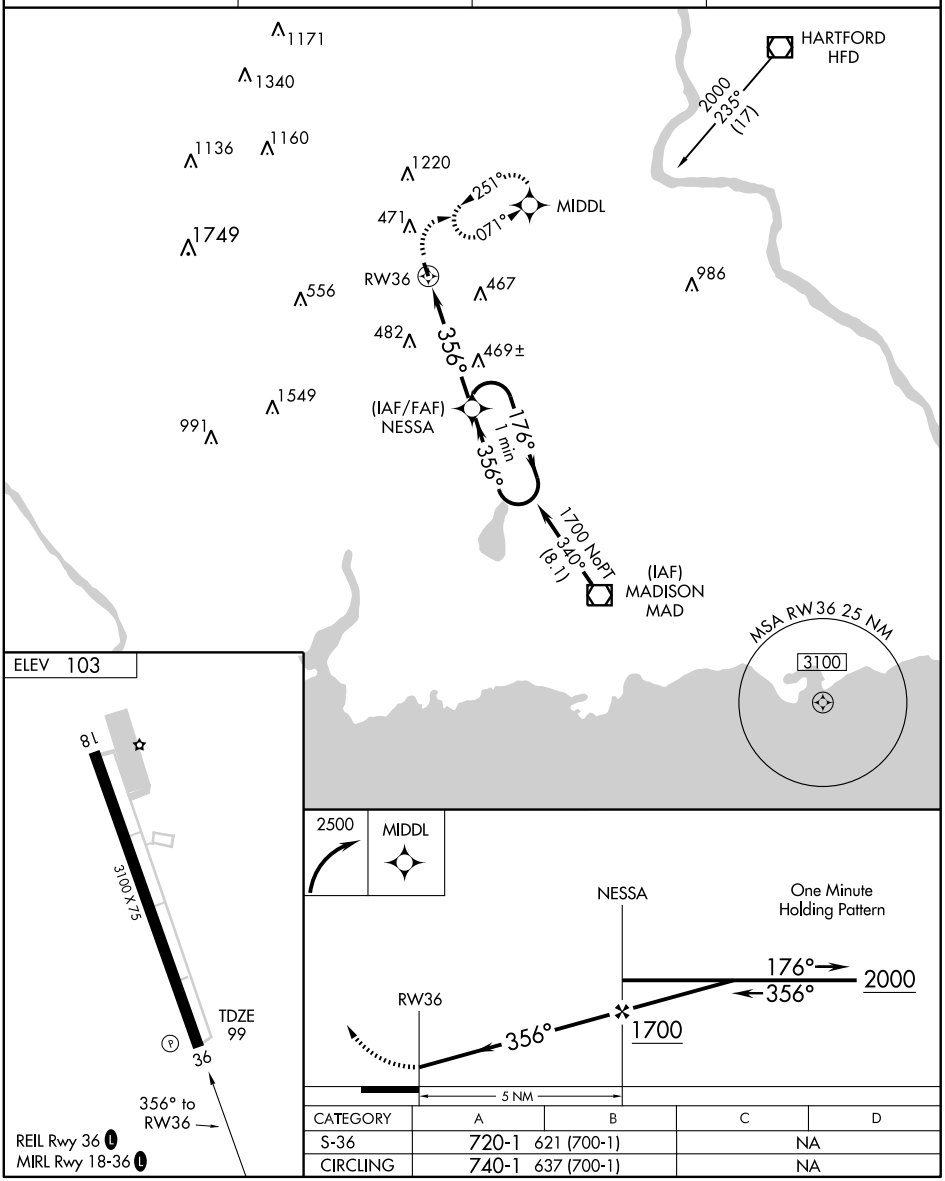
APP CRS	Rwy ldg	3100
356°	TDZE	99
	Apt Elev	103

GPS RWY 36
MERIDEN MARKHAM MUNI (MMK)

NA

MISSED APPROACH: Climbing right turn to 2500 direct MIDDL WP and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-36	720-1	621 (700-1)	NA	
CIRCLING	740-1	637 (700-1)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010

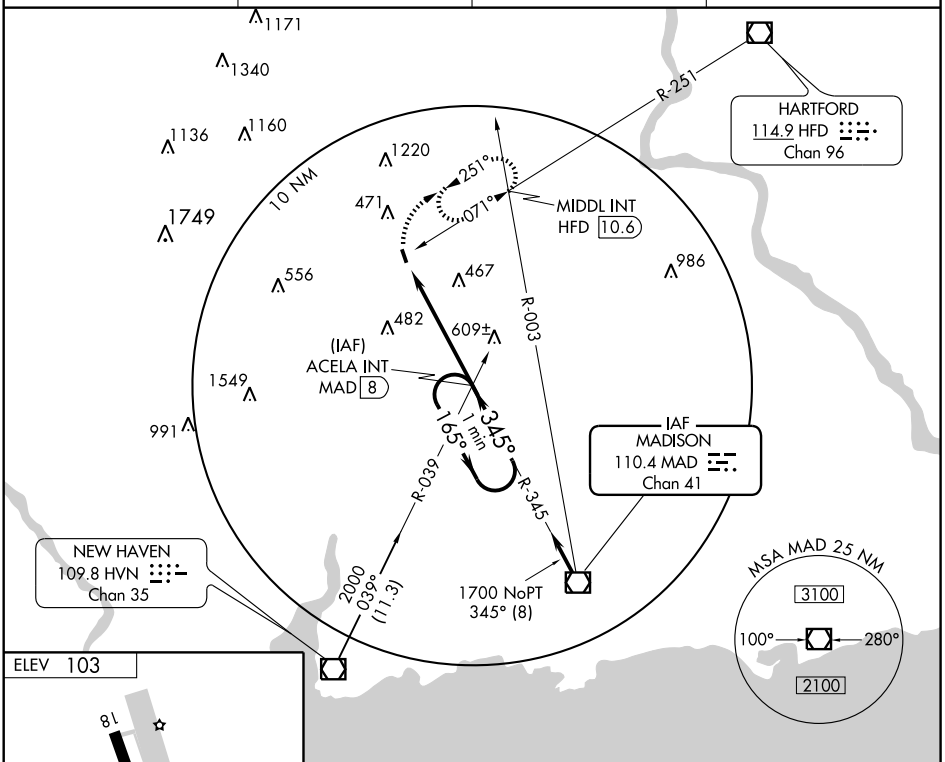
VOR/DME MAD	APP CRS	Rwy ldg	3100
110.4	345°	TDZE	99
Chan 41		Apt Elev	103

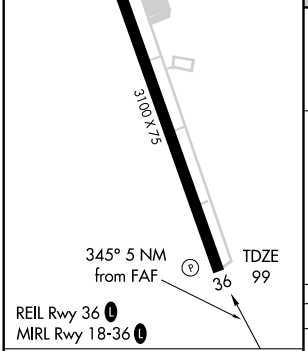
VOR RWY 36
MERIDEN MARKHAM MUNI (MMK)

NA

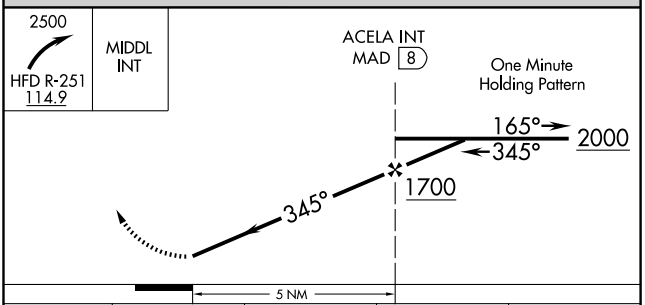
MISSED APPROACH: Climbing right turn to 2500 via HFD VOR/DME R-251 to MIDDL Int/HFD 10.6 DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
134.925	127.8 269.325	120.65	123.05 (CTAF) L



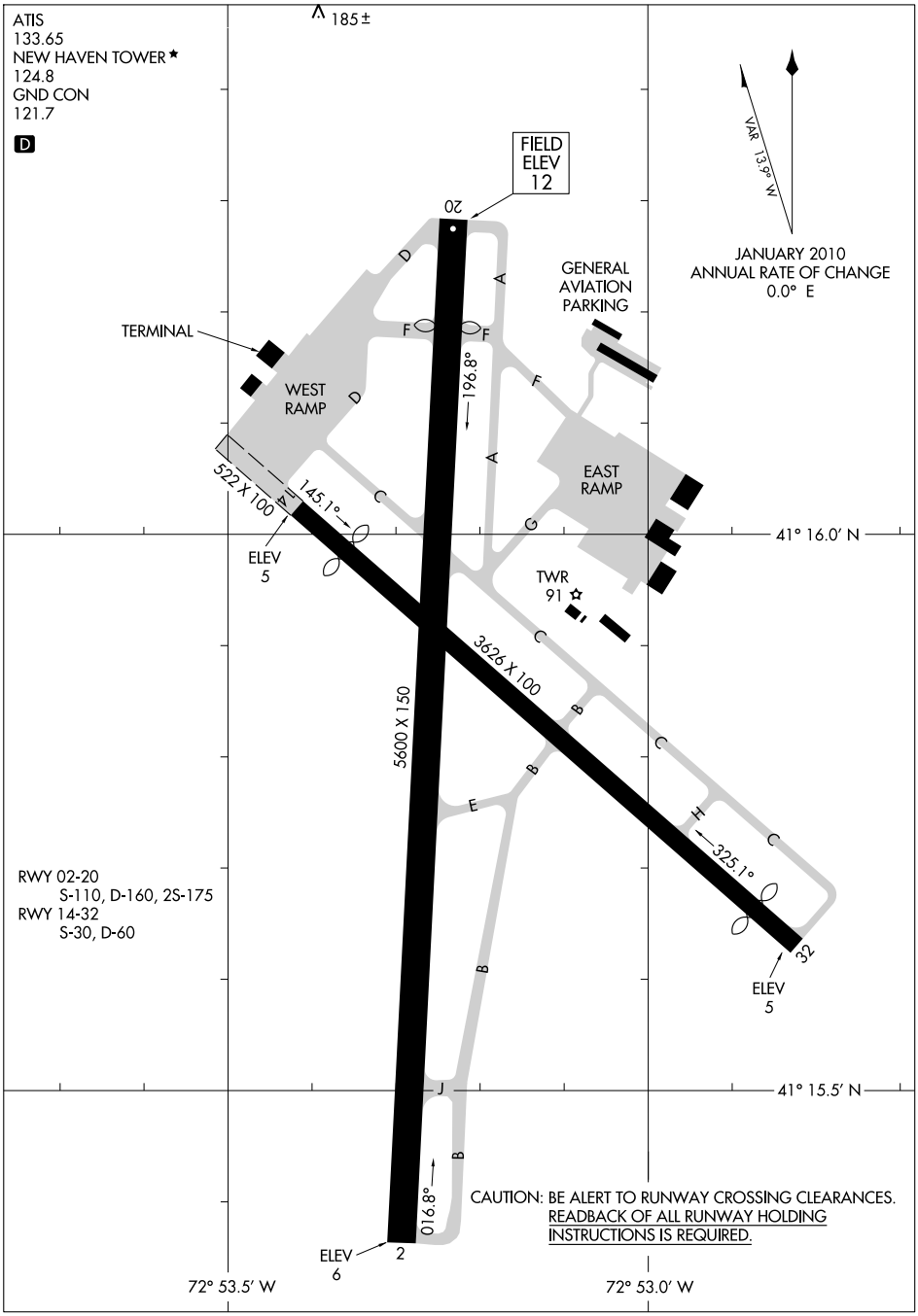


FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-36	860-1 761 (800-1)	860-1¼ 761 (800-1¼)	NA	
CIRCLING	860-1 757 (800-1)	860-1¼ 757 (800-1¼)	NA	

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NEW HAVEN

TWEED–NEW HAVEN (HVN) 3 SE UTC−5(−4DT) N41°15.83′ W72°53.21′ **NEW YORK**

12 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks LRA **H–10I, 12J, L–33B, 34I**
Class I, ARFF Index A NOTAM FILE HVN **IAP, AD**

RWY 02–20: H5600X150 (ASPH–GRVD) S–110, D–160, 2S–175 HIRL
RWY 02: MALSF. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
RWY 20: VASI(V4L)—GA 4.0°TCH 56′. Thld dsplcd 352′. Trees.
RWY 14–32: H3626X100 (ASPH) S–30, D–60 MIRL
RWY 14: Thld dsplcd 361′. Trees. **RWY 32:** PAPI (P4L)—GA 3.5° TCH 50′. Thld dsplcd 300′. Trees.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 02: TORA–5600 TODA–5600 ASDA–5600 LDA–5600
RWY 14: TORA–3630 TODA–3630 ASDA–3392 LDA–3028
RWY 20: TORA–5600 TODA–5600 ASDA–5251 LDA–5251
RWY 32: TORA–3630 TODA–3630 ASDA–3630 LDA–3329

AIRPORT REMARKS: Attended 1100–0300Z‡. Fuel avbl after hrs 203–467–9555. Rwy 14 CLOSED to jet ops and ngt ldg, Rwy 32 CLOSED to jet departures except by prior permission 203–466–8844. CLOSED to unscheduled air carrier ops with more than 19 passenger seats except PPR call ops 203–466–8844. Touch and go landing permitted 1200–0300Z‡ Mon–Sat; 1300–0300Z‡ Sun. CLOSED to acft over 78 decibels 1200–0300Z‡; 73 decibels 0300–0500Z‡ and 1100–1200Z‡; 68 decibels 0500–1100Z‡ except military emergency and medical acft; PPR call 203–466–8844. Ldg helicopters use Twys A and G intersection. Standing water at intersection of Twy G and east ramp after heavy rain. PAEW adjacent to all operational surfaces dalgt hrs Apr–Oct. Departing Rwy 20, right and left turn made after passing shoreline. TPA for single and light twin engine acft 1011 (999) and 1511 (1499) for all other acft. Avoid close–in base legs and short apchs ldg Rwy 14 and 20. Intersection departures are permitted when twr operational only to acft less than 12,500 lbs gross weight and only at the following intersections: Rwy 20 from Twy F has 4950 ft avbl and Rwy 02 from Twy B has 4750 ft avbl and Rwy 32 at hotel. Wildlife frequently on or invof arpt. Transient parking on east ramp only. Bcn ATC-CTL. When twr clsd ACTIVATE HIRL Rwy 02–20; MALSF Rwy 02; MIRL Rwy 14–32—CTAF. Ldg fee for all acft except military, government, emergency and medical. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (203) 466–6205. LAWRS.
COMMUNICATIONS: CTAF 124.8 **ATIS** 133.65 **UNICOM** 122.95
NEW HAVEN RCO 122.1R 109.8T (BRIDGEPORT RADIO)
Ⓡ **NEW YORK APP/DEP CON** 124.075
NEW HAVEN TOWER 124.8 (1100–0300Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HVN.
NEW HAVEN (T) VOR/DME 109.8 HVN Chan 35 N41°15.74′ W72°53.11′ at fld. 6/13W.
ILS/DME 109.1 I–HVN Chan 28 Rwy 02. Class IE. ILS unmonitored when twr clsd. VGSI and ILS glideslope not coincident.

NEW MILFORD

CANDLELIGHT FARMS (11N) 3 SW UTC−5(−4DT) N41°34.15′ W73°27.73′ **NEW YORK**

675 NOTAM FILE BDR
RWY 17–35: 2900X50 (TURF)
RWY 17: Hill. **RWY 35:** Trees.
AIRPORT REMARKS: Attended daylight hours. Arpt CLOSED to helicopters and glider activity. Arpt CLOSED to touch and go ldg. Arpt CLOSED to transient. Experimental acft only by PPR 860–350–3577. Rwy 17–35 panel markers at each rwy end. Ldg fee. Overnight parking by PPR 860–350–3577. Fee for overnight parking.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

CANDLELIGHT HELIPORT (6Y2) 2 W UTC−5(−4DT) N41°34.07′ W73°27.64′ **NEW YORK**

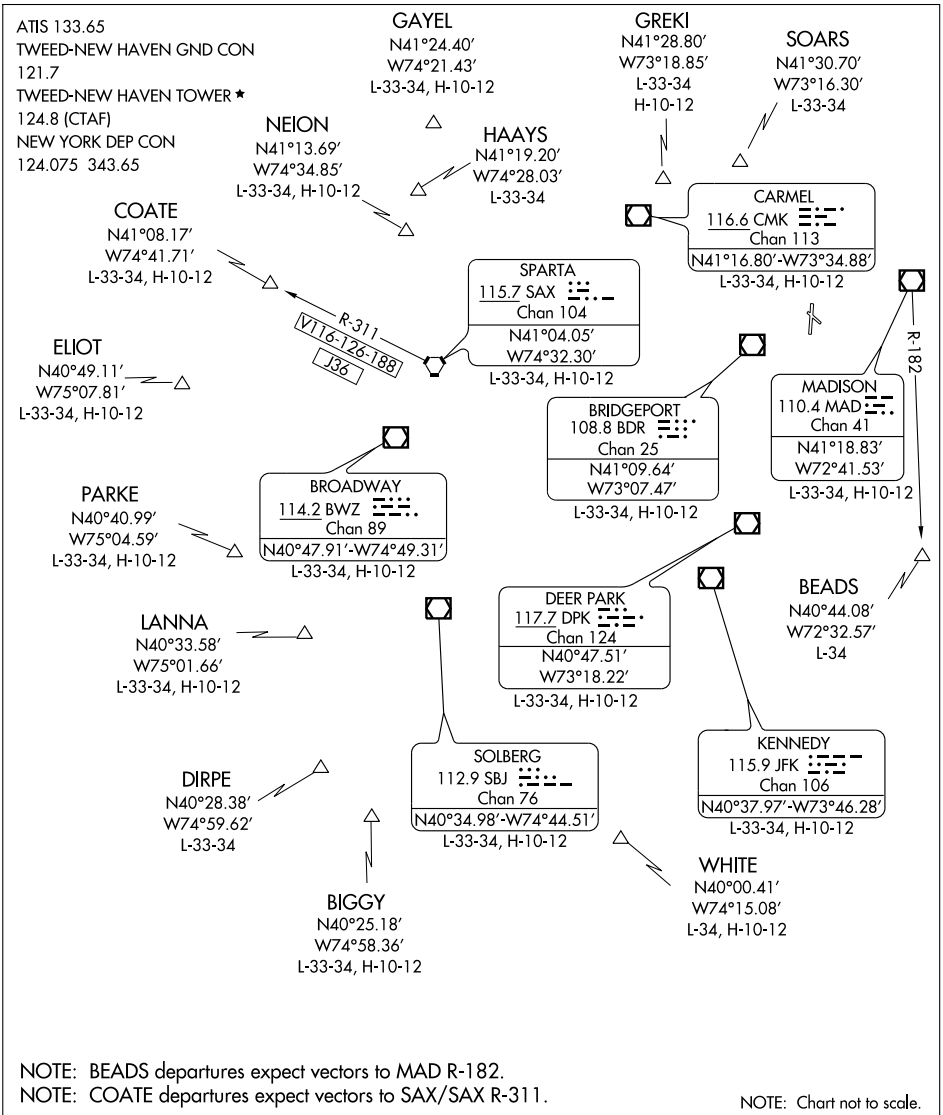
675 NOTAM FILE BDR
HELIPAD H1: H50X50 (ASPH)
HELIPORT REMARKS: Unattended. Heliport CLOSED except PPR call 860–354–4681. Helipad H1 28 ft building 135 ft east of pad.
COMMUNICATIONS: CTAF 122.9

NORTHFIELD HELIPORT (See THOMASTON)

BRIDGEHAVEN FIVE DEPARTURE

SL-671 (FAA)

NEW HAVEN, CONNECTICUT



NOTE: BEADS departures expect vectors to MAD R-182.
NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

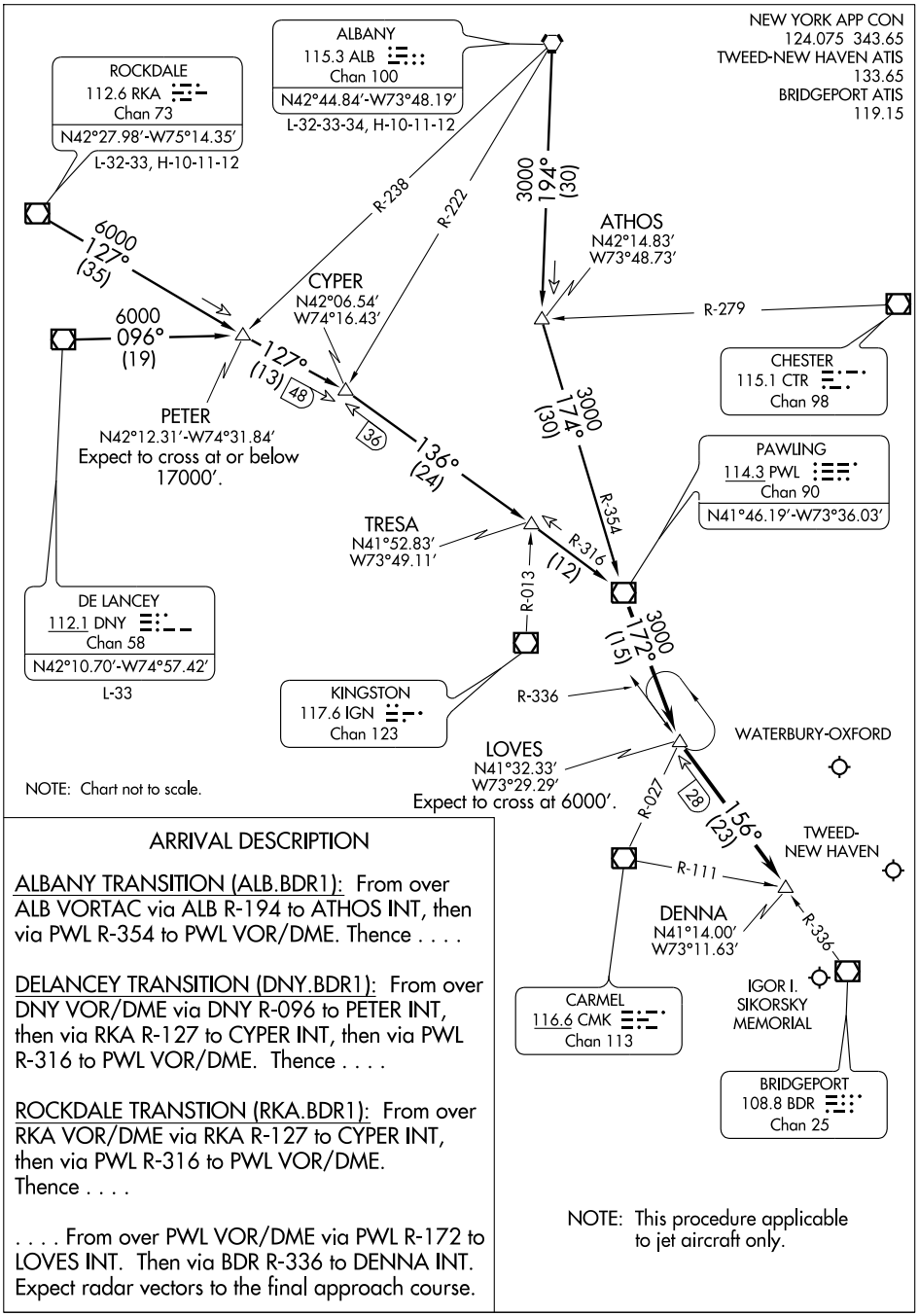
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

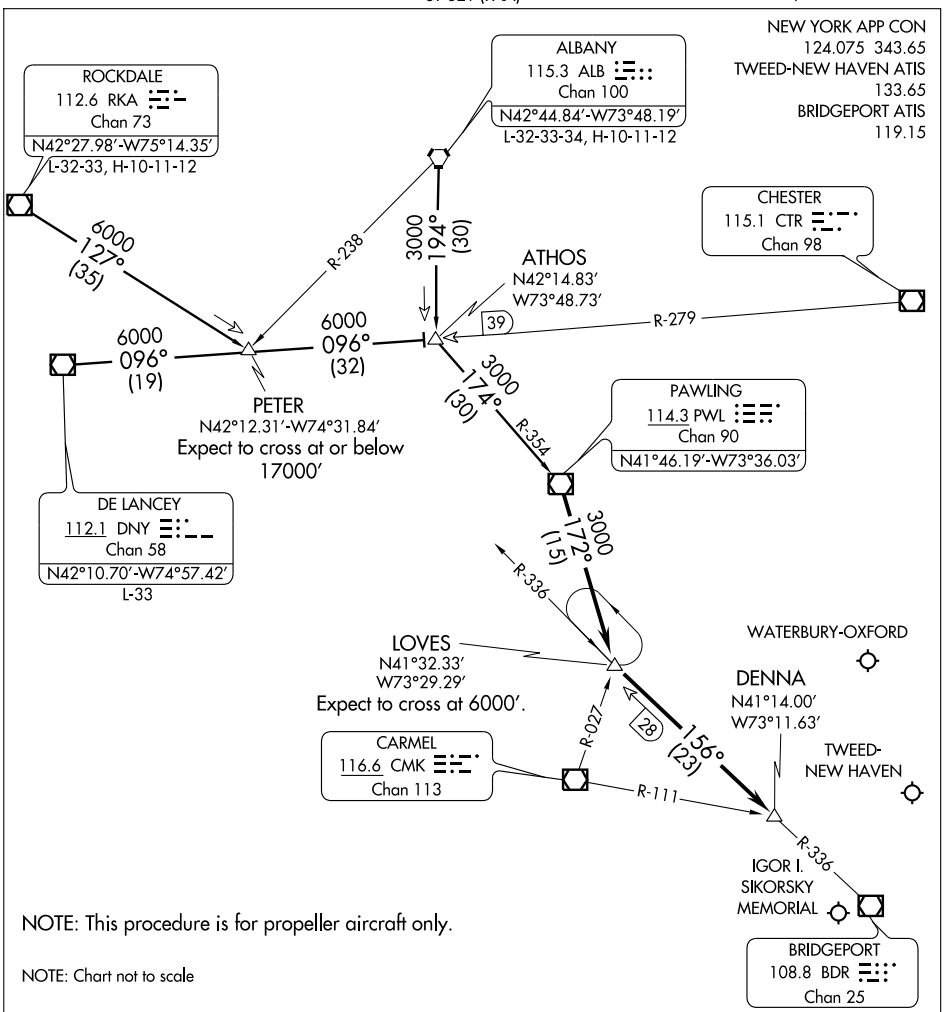
(PWL.BDR1) 10154

NE-1, 21 OCT 2010 to 18 NOV 2010

DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

AL-671 (FAA)

LOC/DME I-HVN 109.1 Chan 28	APP CRS 016°	Rwy ldg 5600 TDZE 6 Apt Elev 12

ILS or LOC RWY 2

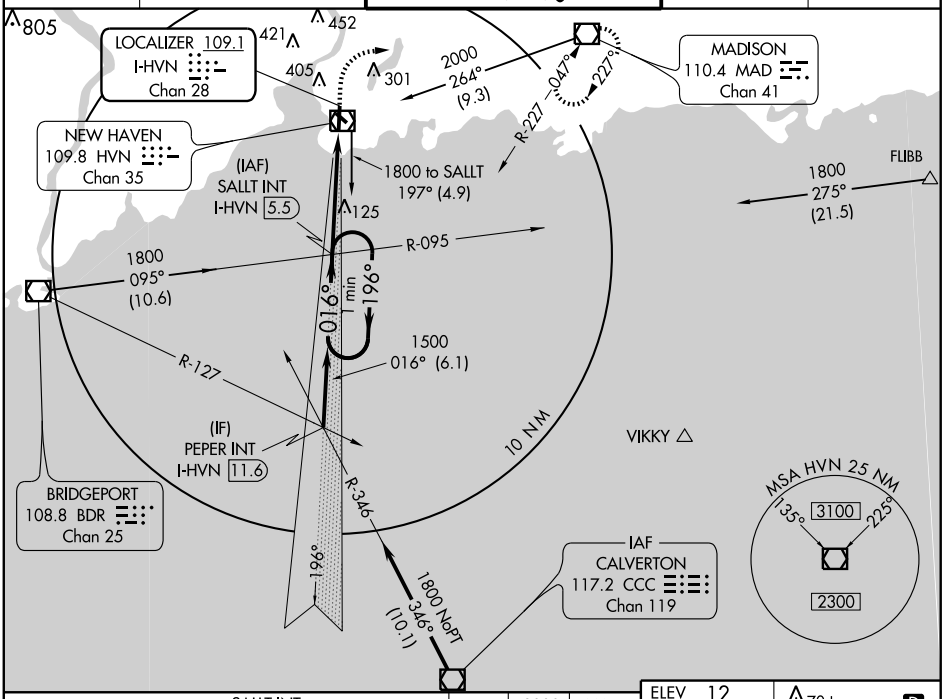
NEW HAVEN / TWEED-NEW HAVEN (HVN)

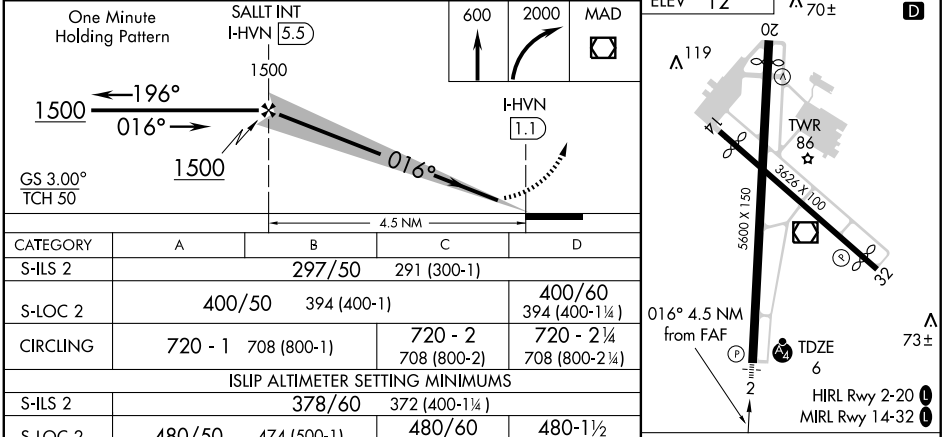
When local altimeter setting not received, use Islip altimeter setting.
Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
S-ILS 2	297/50 291 (300-1)			
S-LOC 2	400/50 394 (400-1)			400/60 394 (400-1¼)
CIRCLING	720 - 1 708 (800-1)		720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-ILS 2	378/60 372 (400-1¼)			
S-LOC 2	480/50 474 (500-1)		480/60 474 (500-1¼)	480-1½ 474 (500-1½)
CIRCLING	800 - 1¼ 788 (800-1¼)		800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AL-671 (FAA)

RNAV (GPS) RWY 2

NEW HAVEN / TWEED-NEW HAVEN (HVN)

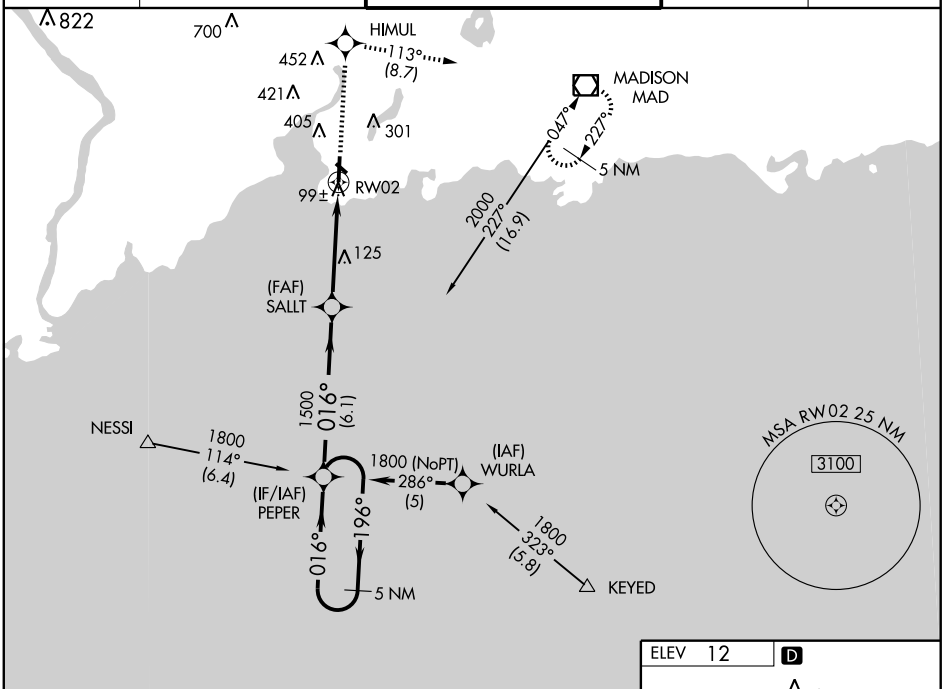
WAAS CH 86999 W02A	APP CRS 016°	Rwy ldg 5600 TDZE 6 Apt Elev 12

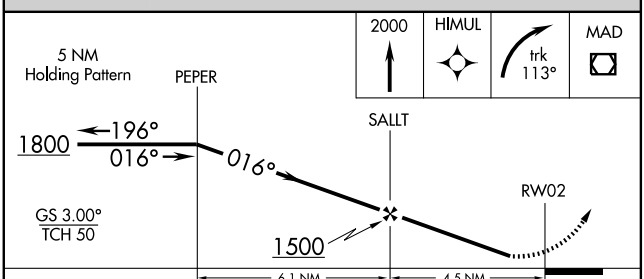
When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.
Baro-VNAV NA when using Islip altimeter setting.
Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply.
Procedure NA at night. DME/DME RNP -0.3 NA.

MALSF

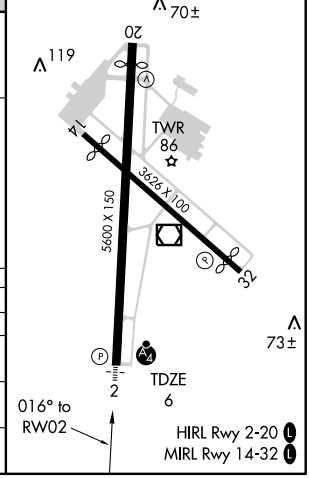
MISSED APPROACH: Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

ATIS	NEW YORK APP CON		TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075	343.65	124.8 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	324/50 318 (400-1)			
LNAV/VNAV DA	364/60 358 (400-1¼)			
LNAV MDA	460/50 454 (500-1)		460/60 454 (500-1¼)	460-1½ 454 (500-1½)
CIRCLING	720 - 1¼ 708 (800-1¼)		720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HVN 109.8 Chan 35	APP CRS 319°	Rwy ldg N/A TDZE N/A Apt Elev 12

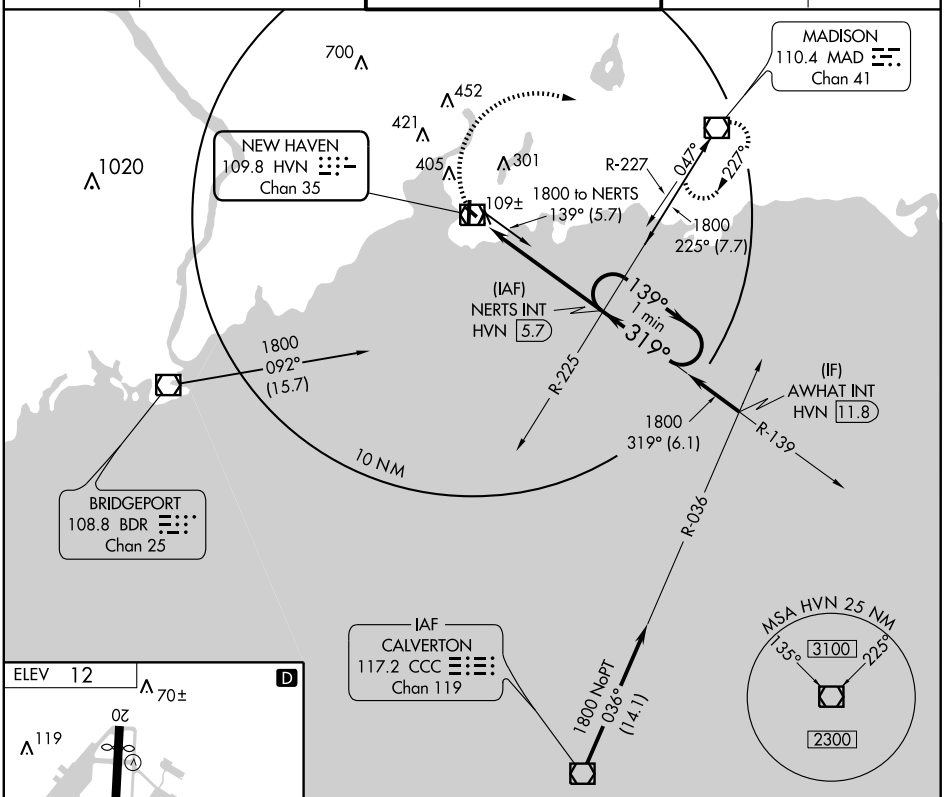
VOR-A

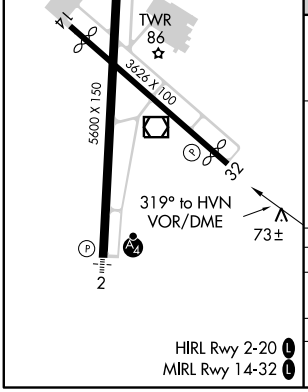
NEW HAVEN / TWEED-NEW HAVEN (HVN)

When local altimeter setting not received, use Islip altimeter setting.

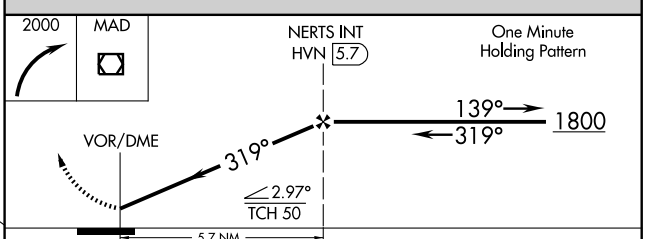
MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95





HIRL Rwy 2-20 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
CIRCLING	720 - 1 708 (800-1)		720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

AL-671 (FAA)

VOR RWY 2

NEW HAVEN / TWEED-NEW HAVEN (HVN)

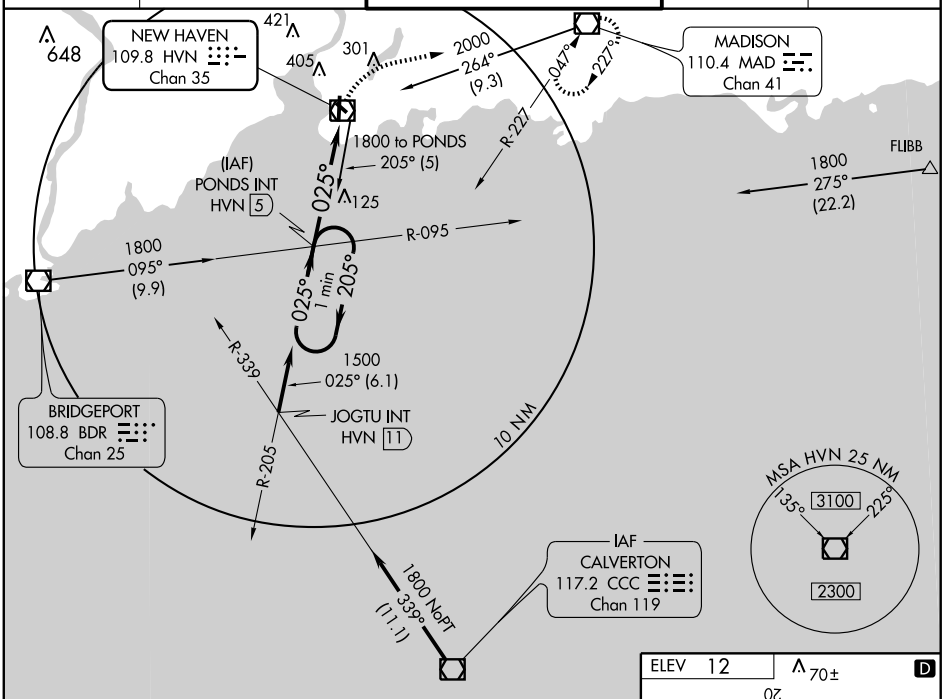
VOR/DME HVN	APP CRS	Rwy ldg 5600
109.8	025°	TDZE 6
Chan 35		Apt Elev 12

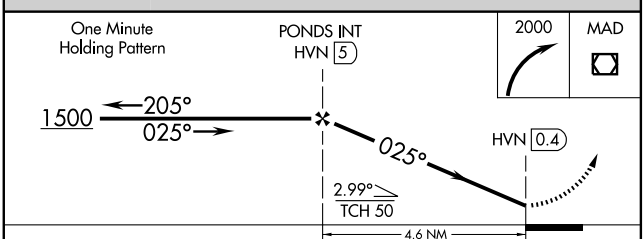
Inoperative table does not apply.
When local altimeter setting not received, use Islip altimeter setting.

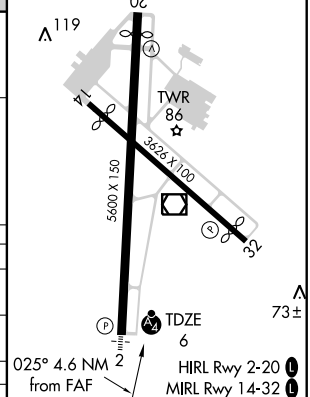
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct MAD VOR/DME and hold

ATIS	NEW YORK APP CON	TWEED-NEW HAVEN TOWER ★	GND CON	UNICOM
133.65	124.075 343.65	124.8 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-2	420/50 414 (500-1)		420/60 414 (500-1¼)	
CIRCLING	720 - 1 708 (800-1)		720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-2	500/50 494 (500-1)		500/60 494 (500-1¼)	500 - 1½ 494 (500-1½)
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

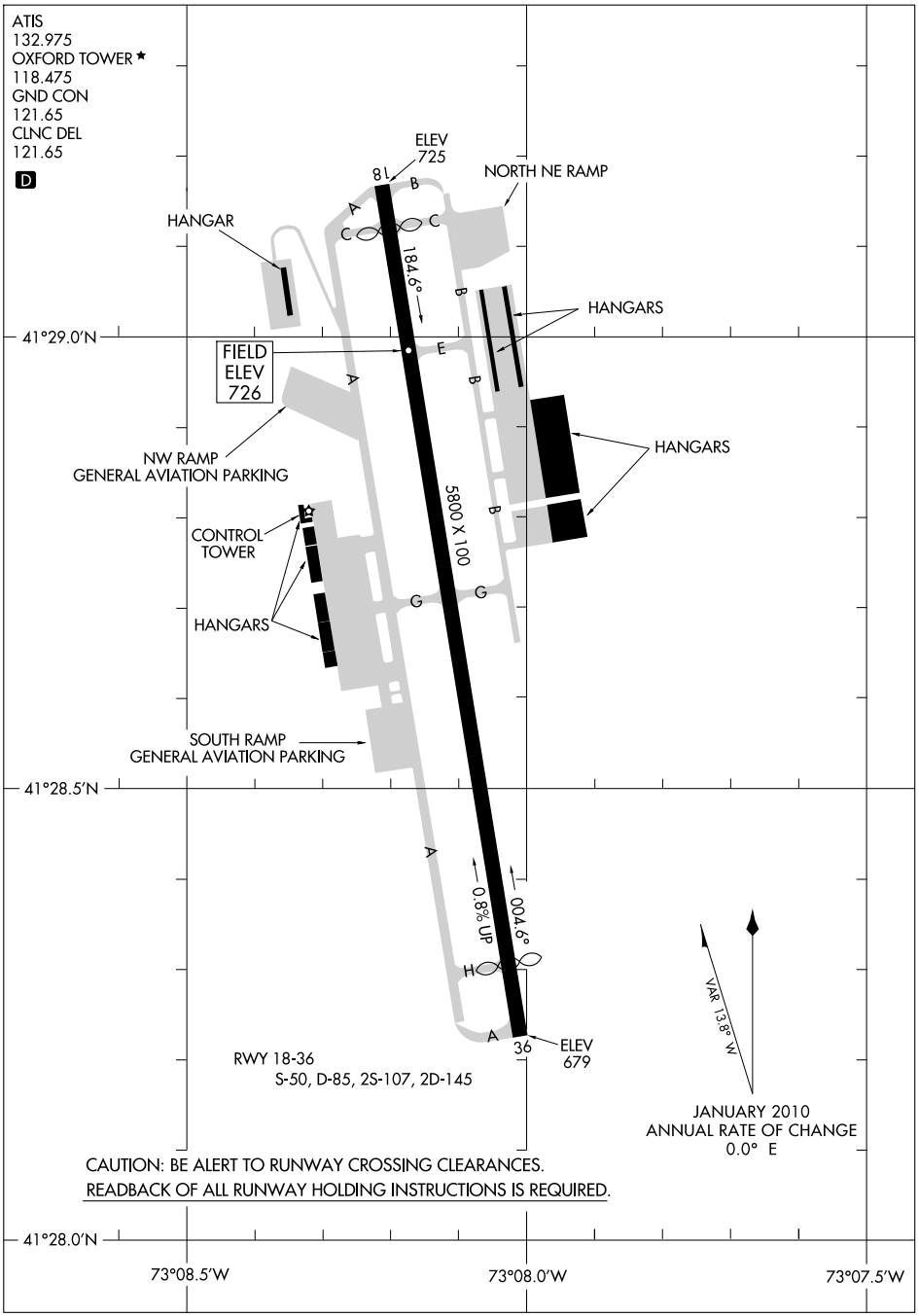
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5785 (FAA)

OXFORD/ WATERBURY-OXFORD (OXC)
OXFORD, CONNECTICUT



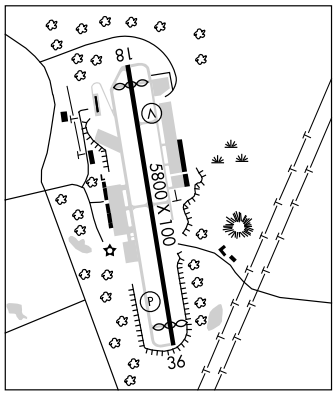
NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

NORWICH N41°33.38′ W71°59.96′ NOTAM FILE BDR. **NEW YORK**
(L) VOR/DME 110.0 ORW Chan 37 203° 13.7 NM to Groton–New London. 310/14W. **H–10I, L–33C, 34I**
RCO 122.1R 110.0T (BRIDGEPORT RADIO)

OXFORD

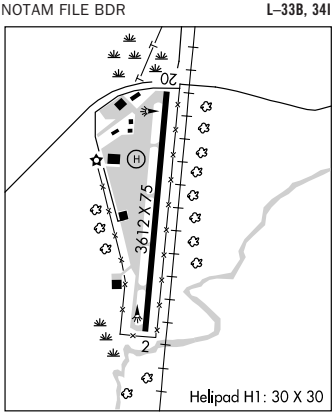
WATERBURY–OXFORD (OXC) 3 N UTC−5(−4DT) N41°28.71′ W73°08.12′ **NEW YORK**
726 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE OXC **H–10I, 12K, L–33B, 34I**
RWY 18–36: H5800X100 (ASPH–GRVD) S–50, D–85, 2S–107, 2D–145 HIRL 0.8% up N **IAP, AD**
RWY 18: VASI(V4L)—GA 3.0°TCH 56′. Thld dsplcd 300′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 56′. Thld dsplcd 500′. P–lines.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–5800 TODA–5800 ASDA–5300 LDA–5000
RWY 36: TORA–5800 TODA–5800 ASDA–5500 LDA–5000
AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. 748′ electric transmission towers running NE to SW 0.2 miles north of middle marker. PAEW vicinity Rwy 18–36 safety zone summer only SR–SS (mowing in progress daily). Arpt CLOSED to air carrier ops. Touch and go landings and practice low approaches prohibited between 0400–1200Z‡. Practice low approach Rwy 36 not allowed when Rwy 18 is active. All sod areas CLOSED. Rwy 36 calm wind rwy. TPA for acft up to 12,500 lbs 1699 (973), acft over 12,500 lbs 2199 (1473). Twy B south of Twy G reflectors only. Twy D reflectors only. ACTIVATE HIRL Rwy 18–36—CTAF. Ldg fee for business, corporate and revenue producing acft.
WEATHER DATA SOURCES: AWOS–3 132.975 (203) 262–1190.
COMMUNICATIONS: CTAF 118.475 **ATIS** 132.975 (203) 262–1190 **UNICOM** 122.7
Ⓡ **NEW YORK APP/DEP CON** 124.075 135.1 **CLNC DEL** 135.1
TOWER 118.475 (1100–0200Z‡) **GND CON** 121.65
CLNC DEL 121.65
AIRSPACE: CLASS D svc 1100–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.
MADISON (L) VOR/DME 110.4 MAD Chan 41 N41°18.83′ W72°41.53′ 309° 22.3 NM to fld. 220/13W.
CLERA NDB (MHW) 362 JWE N41°22.94′ W73°06.75′ 004° 5.9 NM to fld.
NDB (MHW) 257 TBY N41°31.76′ W73°08.63′ 187° 3.1 NM to fld. Unusable beyond 10 NM.
ILS/DME 109.55 I–OXC Chan 32 (Y) Rwy 36. Class IIB. ILS unmonitored. LOC unusable byd OM above 5200 and at thld abv 1700 ft.

PLAINVILLE

ROBERTSON FLD (4B8) 2 N UTC−5(−4DT) N41°41.42′ W72°51.89′ **NEW YORK**
200 B S4 **FUEL** 100LL, JET A OX 1 TPA—See Remarks NOTAM FILE BDR **L–33B, 34I**
RWY 02–20: H3612X75 (ASPH) S–25 MIRL
RWY 02: REIL. **RWY 20:** REIL. Trees.
AIRPORT REMARKS: Attended Oct–Apr 1130–0100Z‡, May–Sep 1230–0100Z‡. ACTIVATE MIRL Rwy 02–20—CTAF. REIL Rwys 02 and 20 opr when rwy lgts on high intensity. TPA for acft less than 12,500 pounds 1000 (800), for acft 12,500 pounds and above 1500 (1300). Ldg fee for commercial and corporate acft only.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRADLEY CLNC DEL 134.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HFD.
HARTFORD (L) VORW/DME 114.9 HFD Chan 96 N41°38.47′ W72°32.85′ 295° 14.6 NM to fld. 849/13W. **HIWAS.**

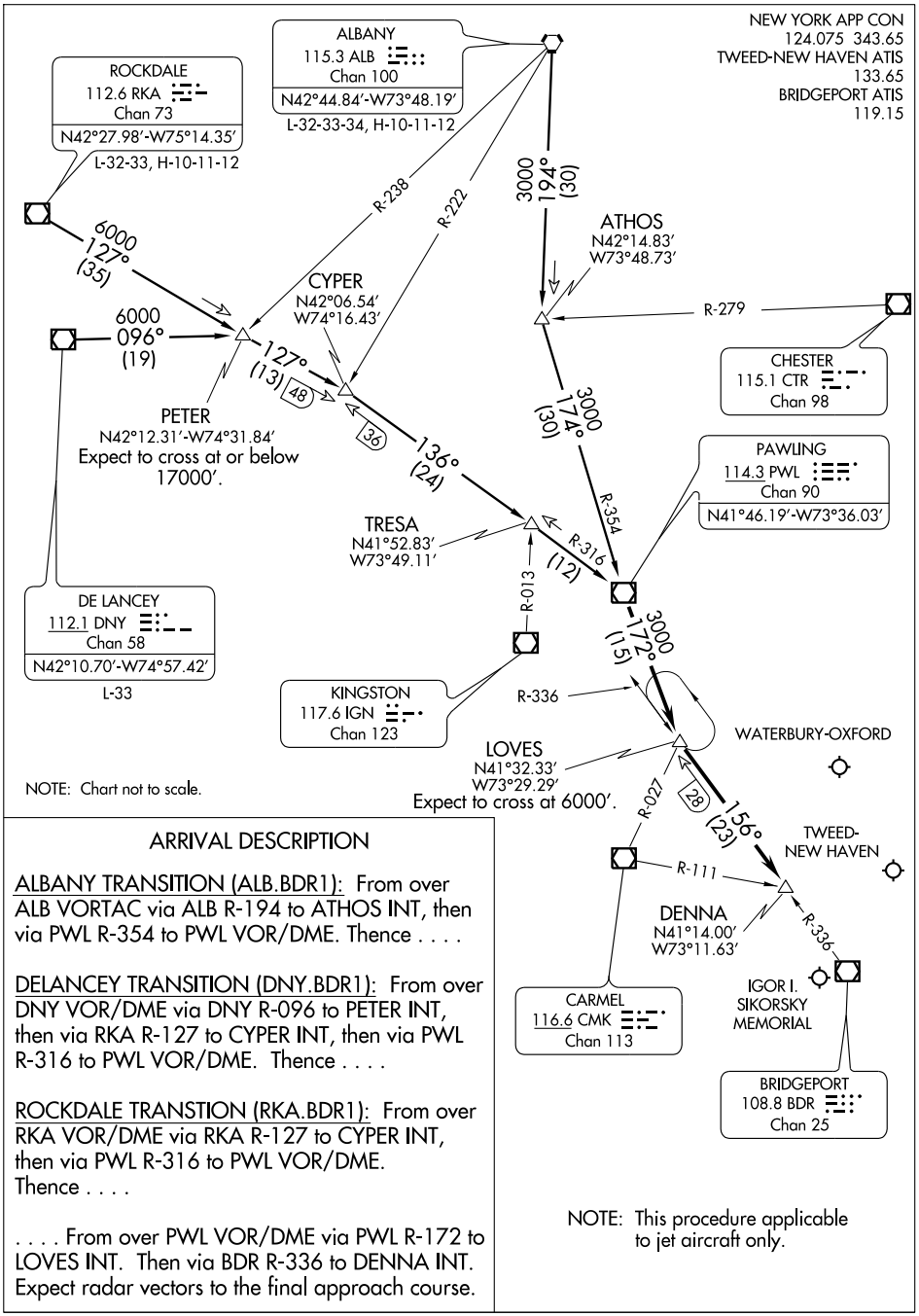


• • • • • • • • • • • • • • • • •
HELIPAD H1: H30X30 (ASPH)

BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSTION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.

NOTE: This procedure applicable to jet aircraft only.

BRIDGEPORT ONE ARRIVAL

BRIDGEPORT, CONNECTICUT

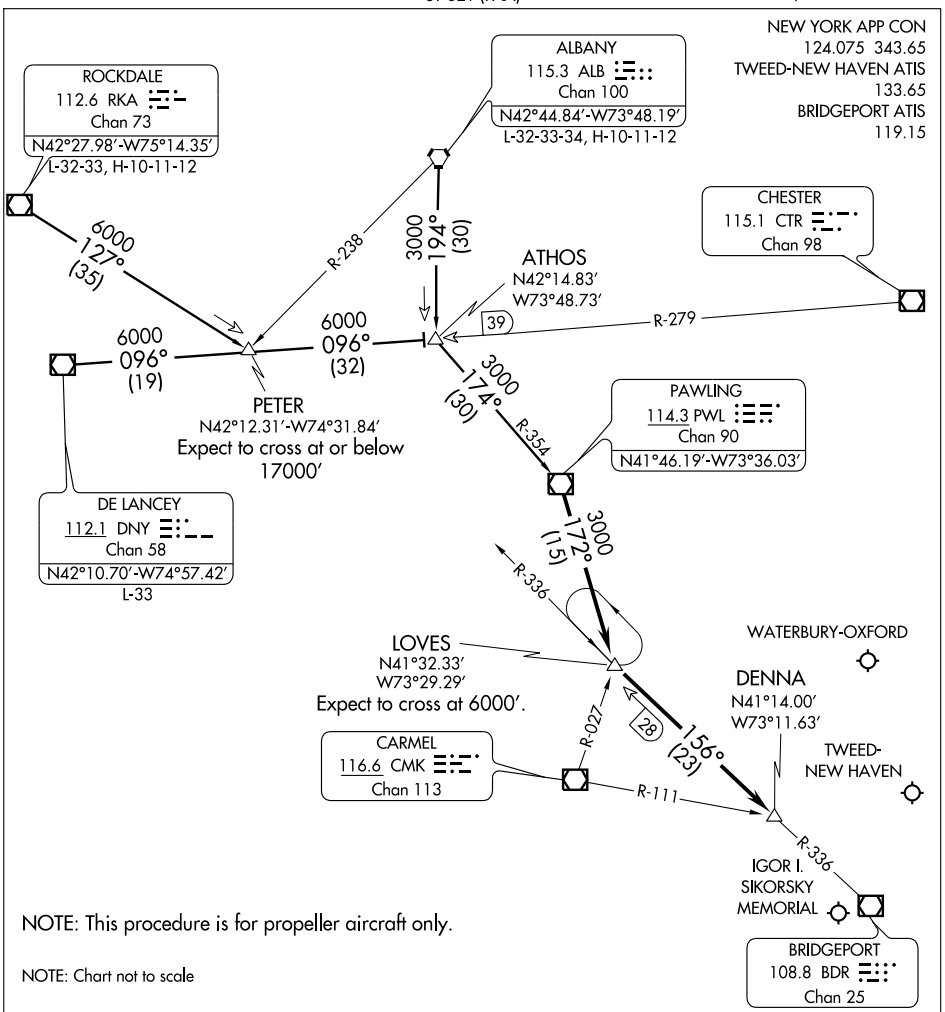
(PWL.BDR1) 10154

NE-1, 21 OCT 2010 to 18 NOV 2010

DENNA TWO ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

ALBANY TRANSITION (ALB.DENNA2):From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....
....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OXC	APP CRS	Rwy ldg	5000
109.55	005°	TDZE	721
Chan 32 (Y)		Apt Elev	726

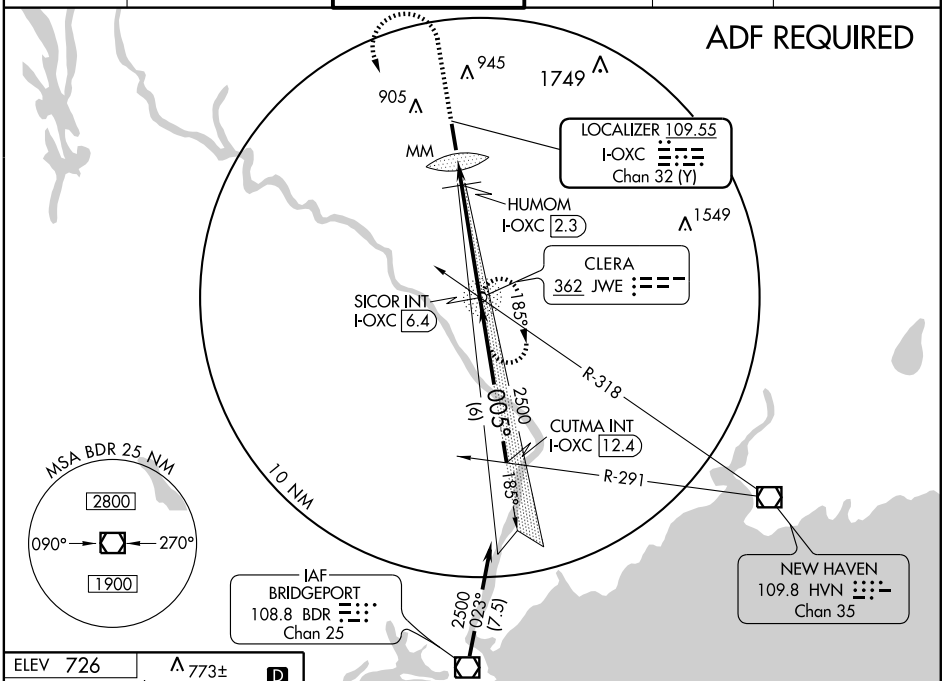
ILS or LOC RWY 36

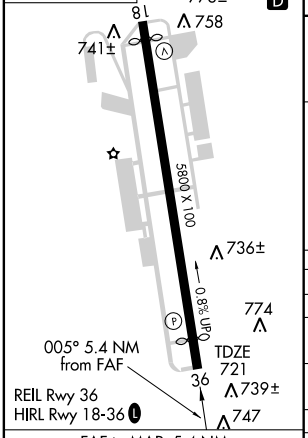
OXFORD / WATERBURY-OXFORD (OXC)

NA

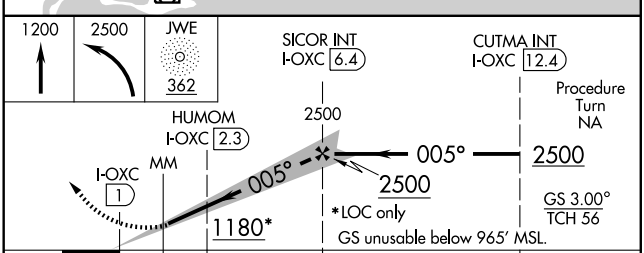
MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct CLERA NDB and hold.

ATIS	NEW YORK APP CON	OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075 343.65	118.475 (CTAF) L	121.65	121.65	122.7





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 36	971-1 250 (300-1)			
S-LOC 36	1180-1 459 (500-1)		1180-1¼ 459 (500-1¼)	1180-1½ 459 (500-1½)
CIRCLING	1280-1 554 (600-1)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)
HUMOM FIX MINIMUMS				
S-LOC 36	1040-1 319 (400-1)			
CIRCLING	1280-1 554 (600-1)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)

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NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42901 W18A	APP CRS 185°	Rwy ldg 5000 TDZE 726 Apt Elev 726

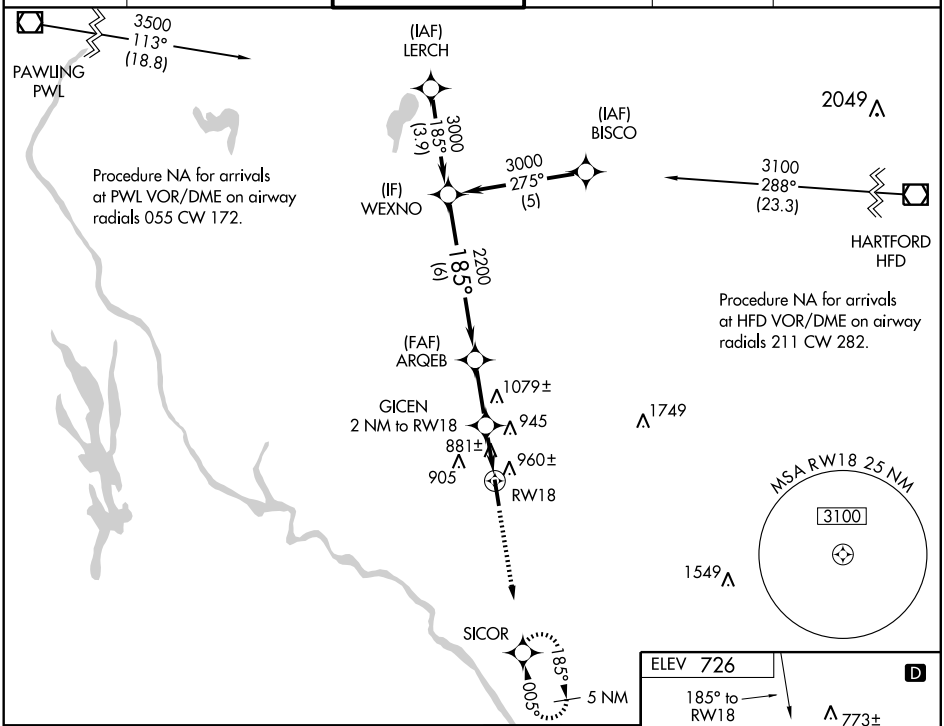
RNAV (GPS) RWY 18

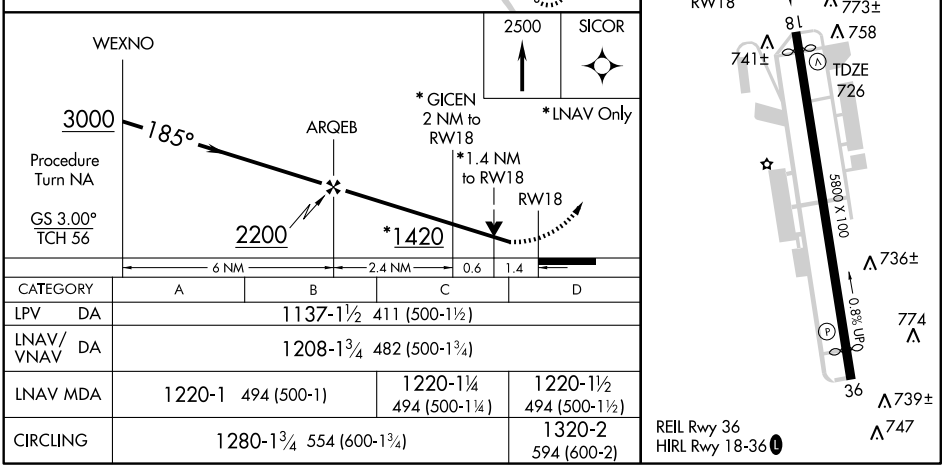
OXFORD / WATERBURY-OXFORD (OXC)

T A W DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct SICOR and hold.

ATIS	NEW YORK APP CON		OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075	343.65	118.475 (CTAF) L	121.65	121.65	122.7





CATEGORY	A	B	C	D
LPV DA	1137-1½ 411 (500-1½)			
LNAV/VNAV DA	1208-1¾ 482 (500-1¾)			
LNAV MDA	1220-1 494 (500-1)		1220-1¼ 494 (500-1¼)	1220-1½ 494 (500-1½)
CIRCLING	1280-1¾ 554 (600-1¾)			1320-2 594 (600-2)

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	5000
005°	TDZE	721
	Apt Elev	726

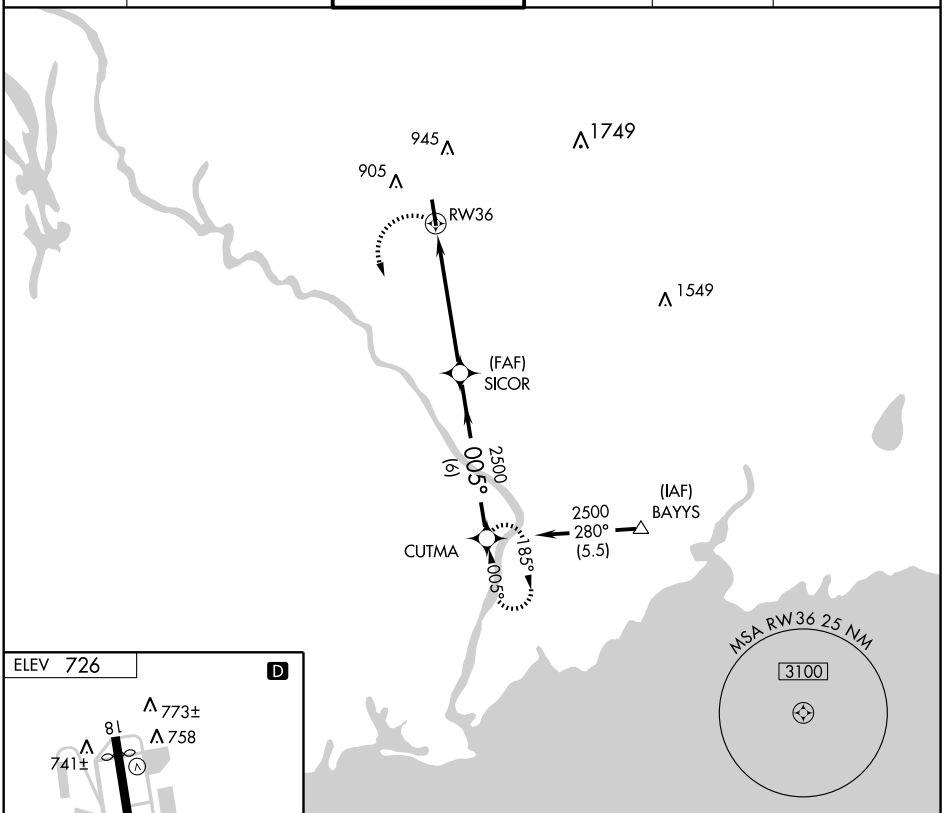
RNAV (GPS) RWY 36
OXFORD / WATERBURY-OXFORD (OXC)

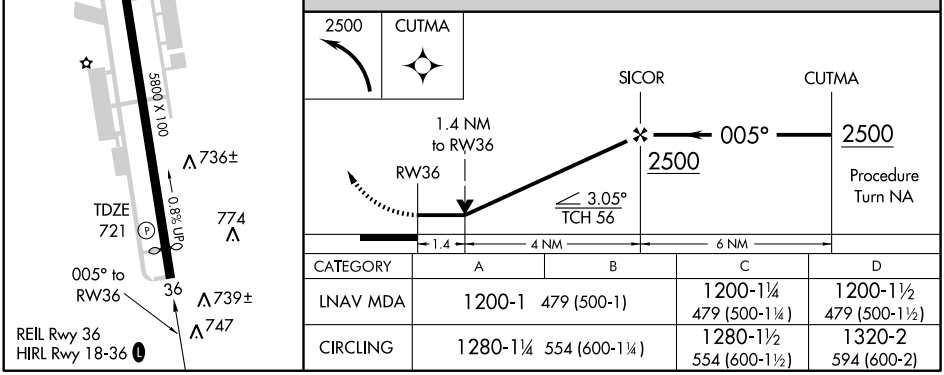
T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.

ATIS	NEW YORK APP CON		OXFORD TOWER ★	GND CON	CLNC DEL	UNICOM
132.975	124.075	343.65	118.475 (CTAF) L	121.65	121.65	122.7





CATEGORY	A	B	C	D
LNAV MDA	1200-1 479 (500-1)		1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1280-1¼ 554 (600-1¼)		1280-1½ 554 (600-1½)	1320-2 594 (600-2)

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WATERBURY (N41) 4 N UTC−5(−4DT) N41°38.01′ W73°02.81′ **NEW YORK**

850 NOTAM FILE BDR

RWY 17–35: 2005X135 (TURF)

RWY 17: Trees. **RWY 35:** Road.

RWY 02–20: 1600X250 (TURF)

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Extreme CAUTION Ldg/taxi app end Rwy 35 winter months and after heavy rain, poor drainage.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: Clnc del thru Bridgeport FSS (BDR) 1–866–293–5149.

WATERBURY N41°31.76′ W73°08.62′ NOTAM FILE BDR. **NEW YORK**

NDB (MHW) 257 TBY 187° 3.1 NM to Waterbury–Oxford. Unusable byd 10 NM. **L–33B, 34I**

WATERBURY–OXFORD (See OXFORD)

WILLIMANTIC

WINDHAM (IJD) 3 NE UTC−5(−4DT) N41°44.64′ W72°10.81′ **NEW YORK**

247 B S4 **FUEL** 100LL, JET A TPA—1247(1000) NOTAM FILE IJD **L–33C, 34J**

RWY 09–27: H4278X100 (ASPH) S–30 MIRL **IAP**

RWY 09: Thld dsplcd 261′. Trees.

RWY 27: REIL. PAPI(P4L). Tree.

RWY 18–36: H2797X75 (ASPH) S–30 0.4% up S

RWY 18: Trees. **RWY 36:** Thld dsplcd 799′. Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Birds on and invof arpt. 4 obstruction lgts on surrounding hills OTS indef. ACTIVATE MIRL Rwy 09–27, REIL Rwy 27 and PAPI Rwy 27 opr 24 hrs—CTAF. Ldg fee for business, corporate and revenue producing acft.

WEATHER DATA SOURCES: ASOS 133.675 (860) 456–8839.

COMMUNICATIONS: CTAF/UNICOM 122.975

NORWICH RCO 122.1R 110.0T (BRIDGEPORT RADIO)

BOSTON CENTER APP CON 124.85 (0500–1045Z‡)

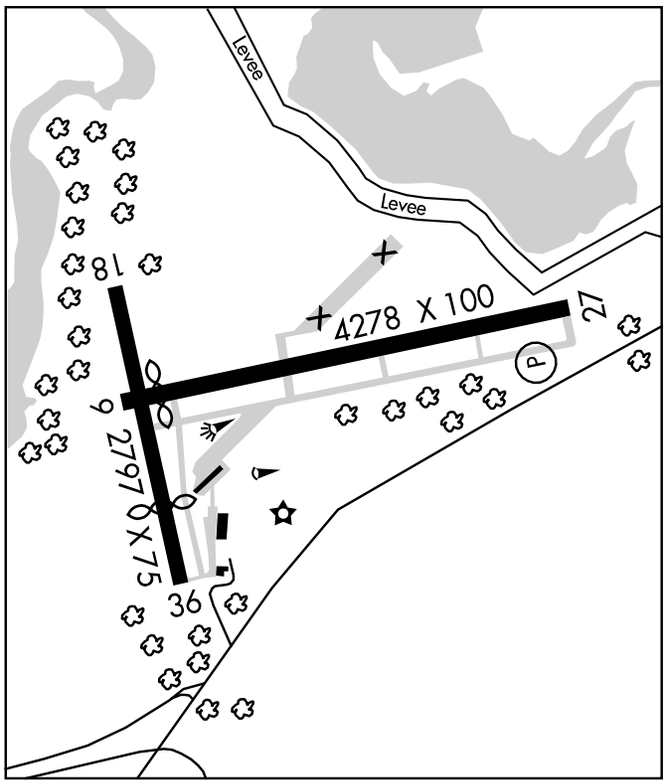
Ⓡ **BRADLEY APP/DEP CON** 127.8 **BRADLEY CLNC DEL** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BDR.

NORWICH (L) VOR/DME 110.0 ORW Chan 37

N41°33.38′ W71°59.96′ 338° 13.9 NM to fld. 310/14W.

ILS/DME 108.35 I–IJD Chan 20Y Rwy 27 (LOC only). DME unusable byd 12 NM. LOC unusable byd 20° right and left side of course.



WINDHAM (See WILLIMANTIC)

WINDSOR LOCKS N41°56.37′ W72°40.49′ **NEW YORK**

RCO 122.3 (BRIDGEPORT RADIO) **L–33C, 34I**

LOC/DME I-IJD	APP CRS	Rwy ldg	4278
108.35	269°	TDZE	240
Chan 20 (Y)		Apt Elev	247

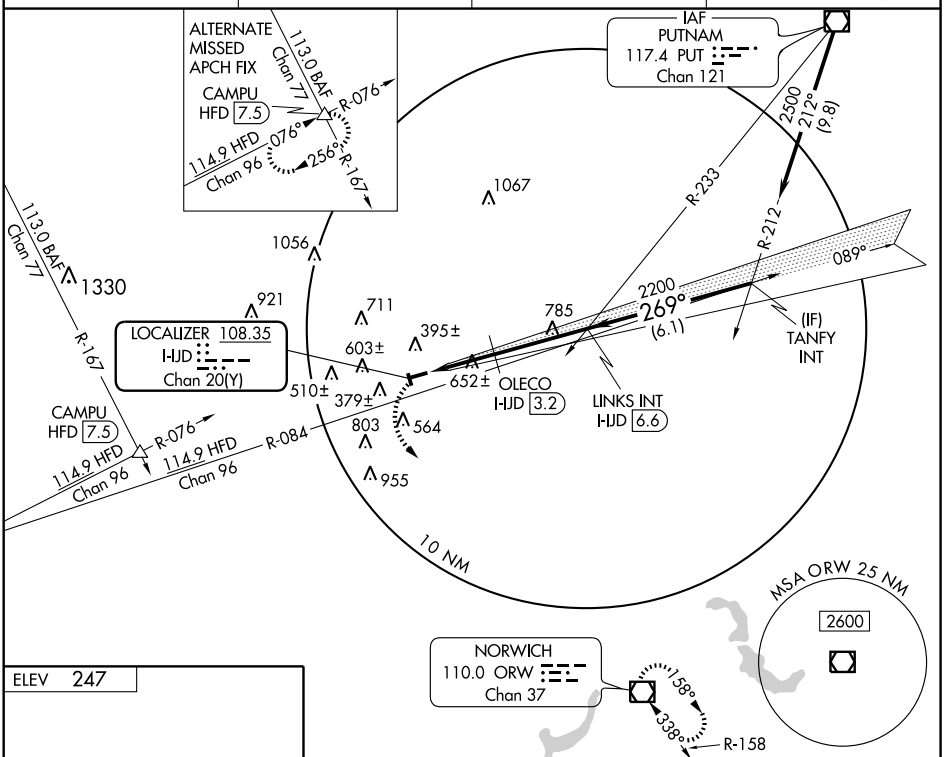
LOC RWY 27

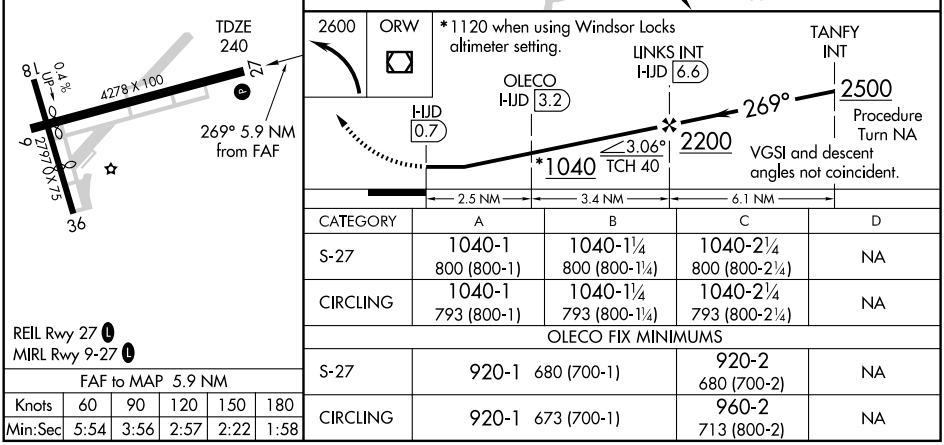
WILLIMANTIC/ WINDHAM (IJD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C, OLECO Fix Minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L





REIL Rwy 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-27	1040-1 800 (800-1)	1040-1¼ 800 (800-1¼)	1040-2¼ 800 (800-2¼)	NA
CIRCLING	1040-1 793 (800-1)	1040-1¼ 793 (800-1¼)	1040-2¼ 793 (800-2¼)	NA
OLECO FIX MINIMUMS				
S-27	920-1 680 (700-1)		920-2 680 (700-2)	NA
CIRCLING	920-1 673 (700-1)		960-2 713 (800-2)	NA

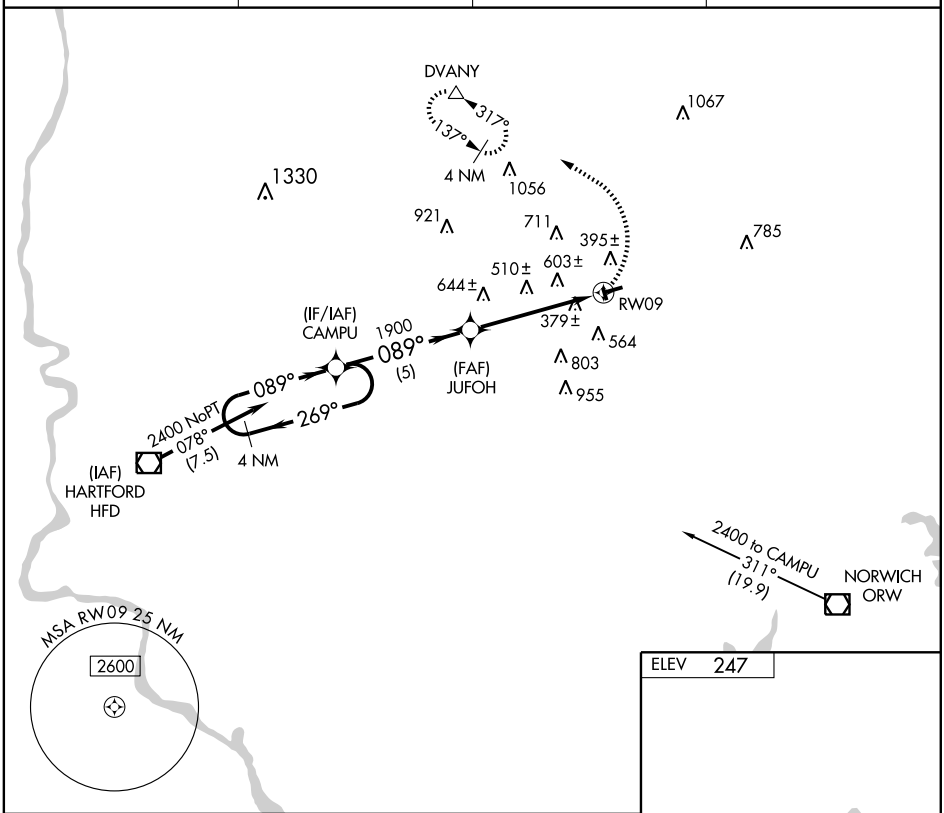
NE-1, 21 OCT 2010 to 18 NOV 2010

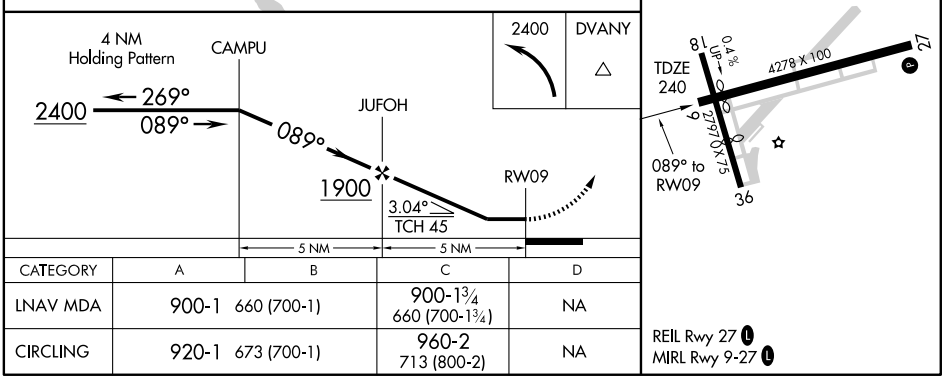
APP CRS	Rwy ldg	4017
089°	TDZE	240
	Apt Elev	247

RNAV (GPS) RWY 9
WILLIMANTIC / WINDHAM (IJD)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climbing left turn to 2400 direct DVANY WP and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	900-1 660 (700-1)		900-1¾ 660 (700-1¾)	NA
CIRCLING	920-1 673 (700-1)		960-2 713 (800-2)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4278
270°	TDZE	240
	Apt Elev	247

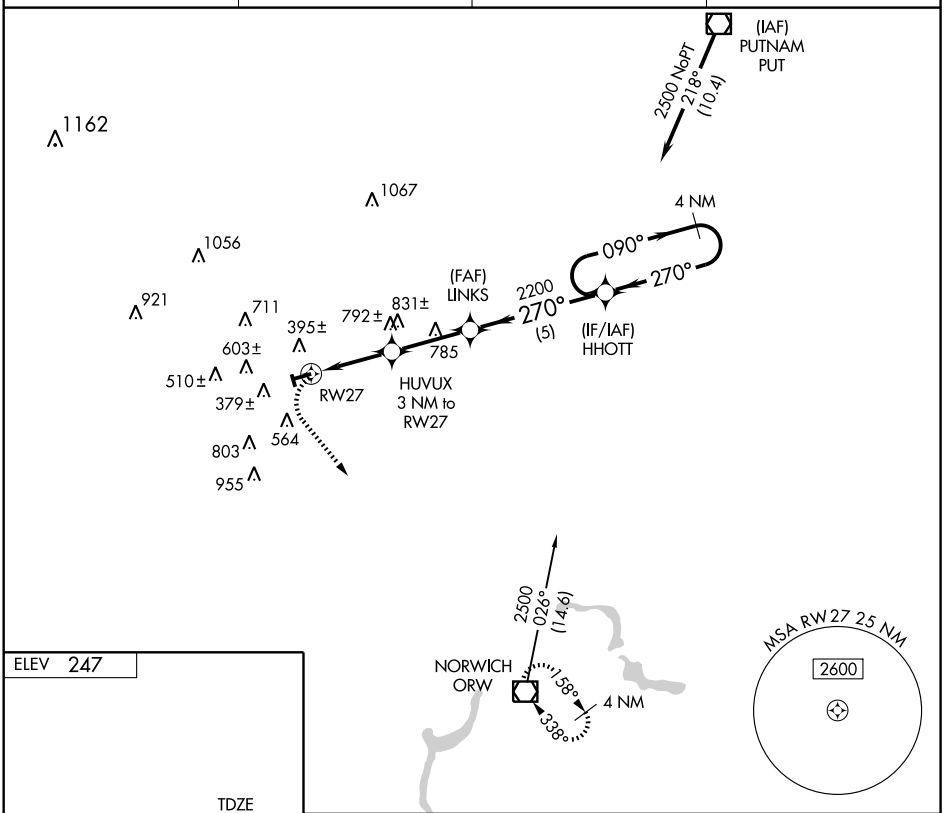
RNAV (GPS) RWY 27

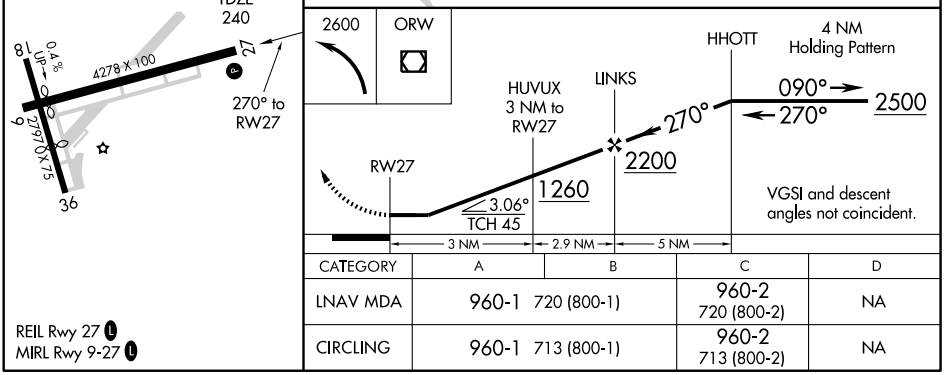
WILLIMANTIC / WINDHAM (IJD)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 720 (800-1)		960-2 720 (800-2)	NA
CIRCLING	960-1 713 (800-1)		960-2 713 (800-2)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

NE-1, 21 OCT 2010 to 18 NOV 2010

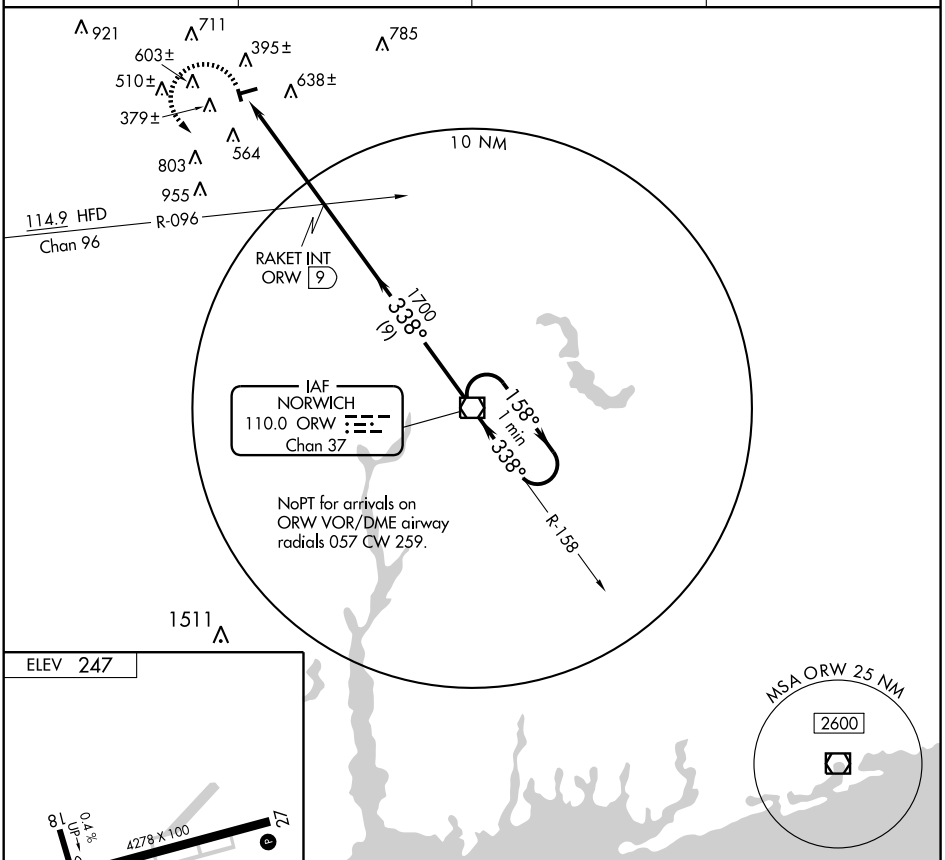
VOR/DME ORW	APP CRS	Rwy ldg	N/A
110.0	338°	TDZE	N/A
Chan 37		Apt Elev	247

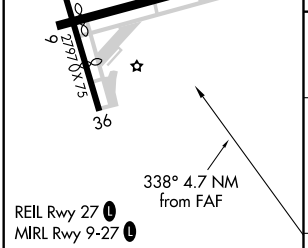
VOR-A

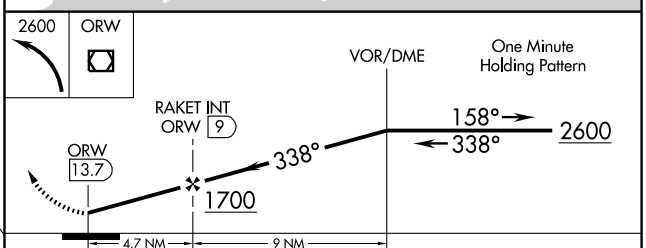
WILLIMANTIC/ WINDHAM (IJD)

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

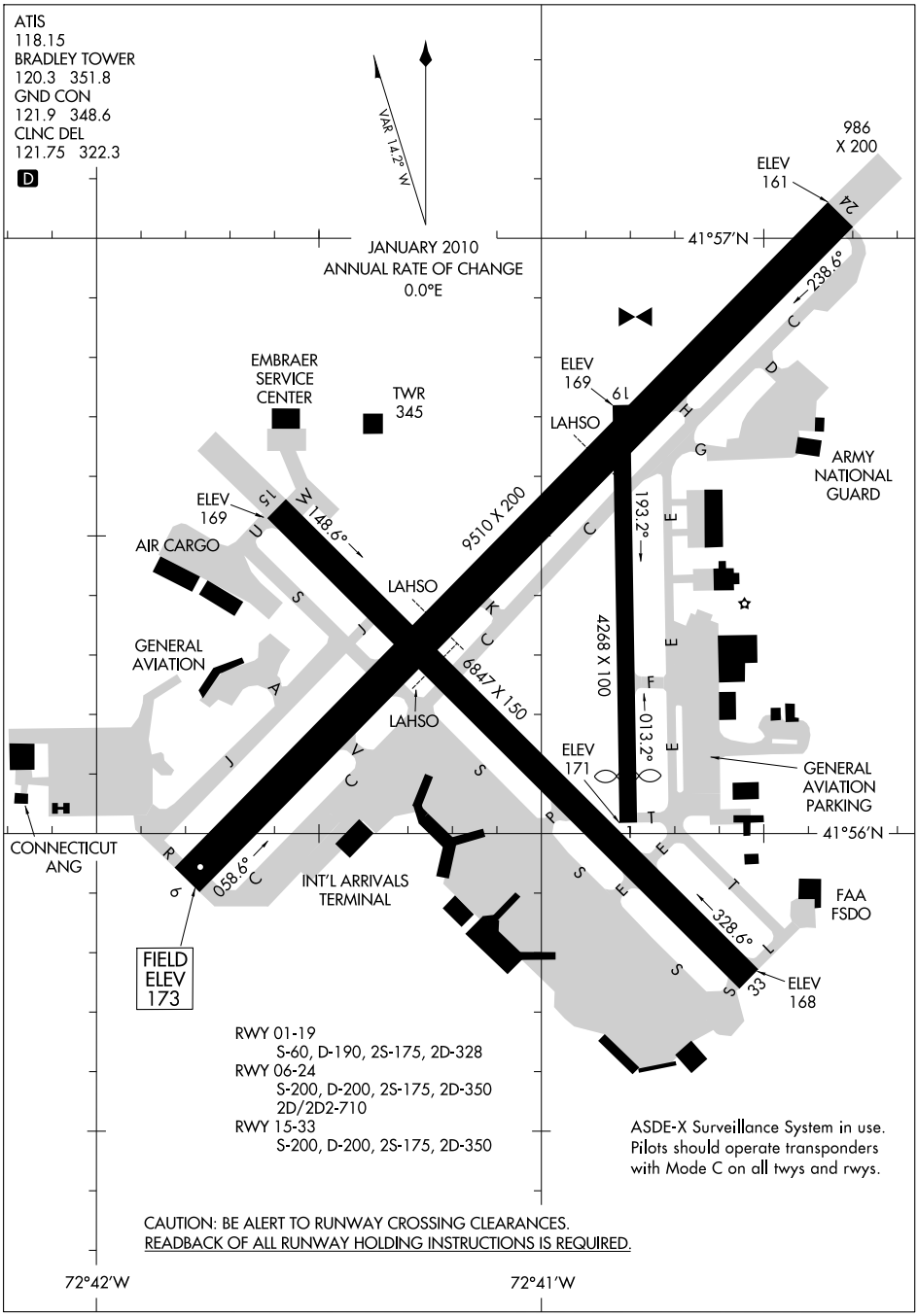
CATEGORY	A	B	C	D
CIRCLING	1020-1 773 (800-1)	1020-1¼ 773 (800-1¼)	1020-2¼ 773 (800-2¼)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT



NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

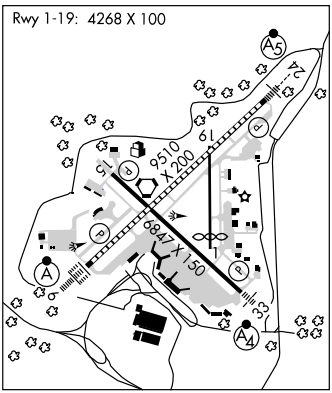
WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS / BRADLEY INTL (BDL)

10210

WINDSOR LOCKS

BRADLEY INTL (BDL) 3 W UTC−5(−4DT) N41°56.33′ W72°40.99′ **NEW YORK**
173 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks **H–10I, 11D, 12K, L–33C, 34I**
LRA Class I, ARFF Index D NOTAM FILE BDL **IAP, AD**

RWY 06–24: H9510X200 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350, 2D/2D2–710 HIRL CL
RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees.
RWY 24: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. Trees.
RWY 15–33: H6847X150 (ASPH–GRVD) S–200, D–200, 2S–175, 2D–350 HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.5°TCH 61′. Trees.
RWY 33: MALSF. PAPI(P4R)—GA 3.0°TCH 72′. Trees.
RWY 01–19: H4268X100 (ASPH) S–60, D–190, 2S–175, 2D–328 MIRL
RWY 01: Thld dsplcd 475′. Acft. **RWY 19:** Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	01–19	6000
RWY 24	15–33	5850
RWY 33	06–24	4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–4268	TODA–4268	ASDA–4268	
RWY 06:	TORA–9509	TODA–9509	ASDA–9509	LDA–9509
RWY 15:	TORA–6847	TODA–6847	ASDA–6847	LDA–6847
RWY 19:				LDA–4268
RWY 24:	TORA–9509	TODA–9509	ASDA–9509	LDA–9509
RWY 33:	TORA–6847	TODA–6847	ASDA–6847	LDA–6847

AIRPORT REMARKS: Attended continuously. Numerous birds frequently on or invof arpt. No training flights; no practice apchs; no touch and go ldgs between: Mon–Sat 0400–1200Z‡ and Sun 0400–1700Z‡. Rwy 01–19 open for acft with wingspan less than 79′. Rwy 01 CLOSED for arrivals to all fixed wing acft. Rwy 19 CLOSED for departures to all fixed wing acft. Twy J clsd between S and R to acft with wing spans in excess of 171 ft. ASDE–X Surveilance System in Use. Pilots should operate transponders with Mode C on all twys and rwys. Rwy 33 touchdown RVR avbl. TPA—1873(1700) heavy acft. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (860) 627–9732. WSP.
COMMUNICATIONS: D-ATIS 118.15 (860–386–3570) **UNICOM** 122.95
WINDSOR LOCKS RCO 122.3 (BRIDGEPORT RADIO)
Ⓡ **BRADLEY APP CON** 123.95 (176°–240°) 125.35 (241°–060°) 127.8 (061°–175° and HFD area)
Ⓡ **BRADLEY DEP CON** 123.95 (176°–240°) 125.35 (241°–060°) 127.8 (061°–175° and HFD area)
TOWER 120.3 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE BDL.
(T) VORTACW 109.0 BDL Chan 27 N41°56.46′ W72°41.32′ at fld. 160/14W.
ILS/DME 111.1 I–BDL Chan 48 Rwy 06. Class IIIE.
ILS/DME 108.55 I–IKX Chan 22(Y) Rwy 33. Class IE.
ILS/DME 111.1 I–MYQ Chan 48 Rwy 24. Class IT. DME unusable from .4 NM inbound to Rwy 24.

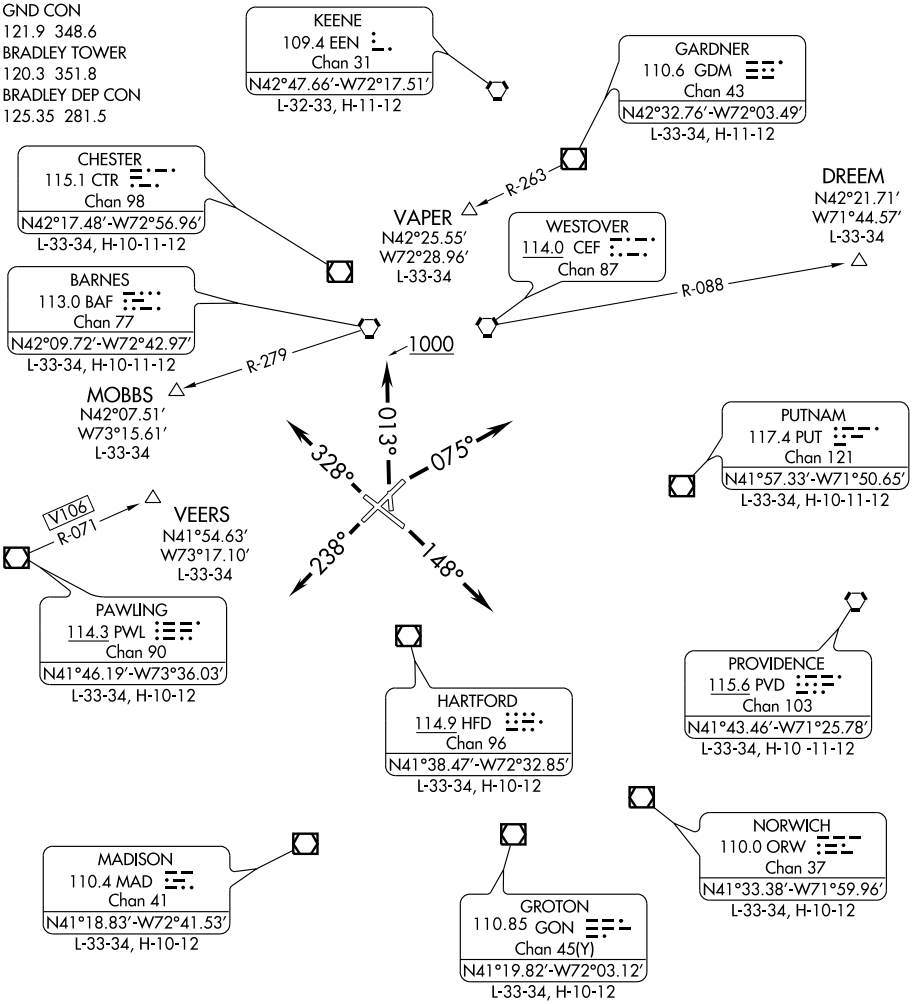
YALESVILLE HELIPORT (4C3) 2 N UTC−5(−4DT) N41°29.51′ W72°48.67′

65 B **FUEL** 100LL, JET A NOTAM FILE BDR
HELIPAD H1: H65X65 (CONC)
HELIPORT REMARKS: Attended 1400–2300Z‡. Pilots unfamiliar with heliport ctc 203–294–8800 prior to arrival for a briefing on current procedures. ACTIVATE rotating bcn—123.5
COMMUNICATIONS: CTAF/UNICOM 123.05

BRADLEY NINE DEPARTURE

WINDSOR LOCKS/ BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

ATIS 118.15
CLNC DEL
121.75 322.3
GND CON
121.9 348.6
BRADLEY TOWER
120.3 351.8
BRADLEY DEP CON
125.35 281.5



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with a minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGES)

NE-1, 21 OCT 2010 to 18 NOV 2010

BRADLEY NINE DEPARTURE
WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS/ BRADLEY INTL (BDL)
10210

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000 or as assigned, thence . . . .
TAKE-OFF RUNWAY 6: Climb heading 075° or as assigned, thence . . . .
TAKE-OFF RUNWAY 15: Climb heading 148° or as assigned, thence . . . .
TAKE-OFF RUNWAY 24: Climb heading 238° or as assigned, thence . . . .
TAKE-OFF RUNWAY 33: Climb heading 328° or as assigned, thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 4000 or assigned altitude, expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 1: Vehicle on roadway 342′ from DER, 564′ left of centerline, 15′ AGL/184′ MSL. Trees beginning 441′ from DER, 493′ left of centerline, up to 100′ AGL/269′ MSL. Trees beginning 1844′ from DER, 45′ right of centerline, up to 100′ AGL/299′ MSL.

Rwy 6: Trees beginning 21′ from DER, 464′ left of centerline, up to 100′ AGL/249′ MSL. Trees beginning 1956′ from DER, 921′ right of centerline, up to 100′ AGL/249′ MSL.

Rwy 15: Vehicle on roadway 531′ from DER, 606′ left of centerline, up to 15′ AGL/186′ MSL. Trees beginning 2341′ from DER, 767′ left of centerline, up to 100′ AGL/244′ MSL. Vehicle on roadway 429′ from DER, 572′ right of centerline, up to 15′ AGL/184′ MSL. Tree 1520′ from DER, 786′ right of centerline, up to 100′ AGL/259′ MSL.

Rwy 24: Trees beginning 3066′ from DER, 599′ left of centerline, up to 100′ AGL/269′ MSL. OL on fence 1239′ DER, 784′ left of centerline, up to 45′ AGL/215′ MSL. Trees beginning 2345′ from DER, 489′ right of centerline, up to 100′ AGL/299′ MSL.

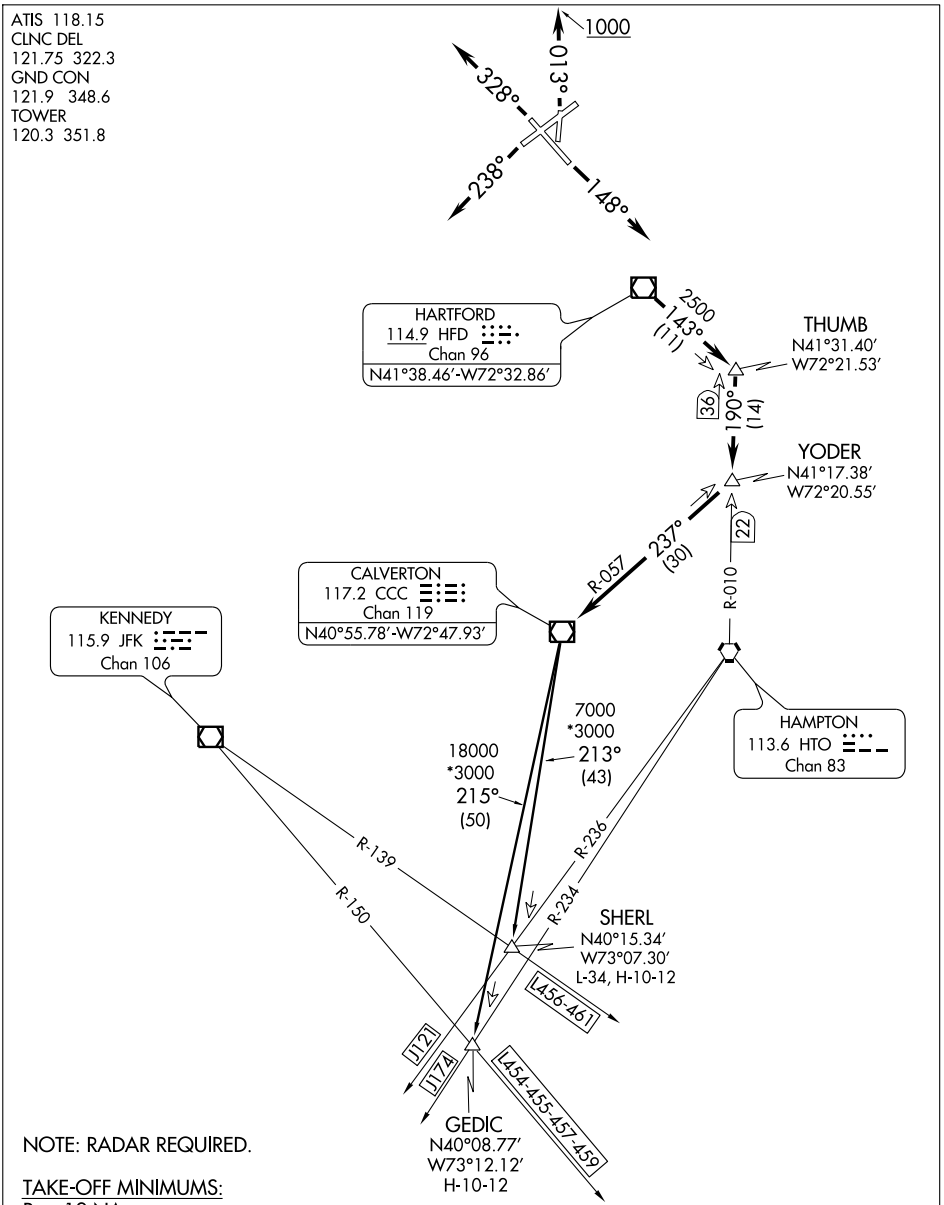
Rwy 33: Trees beginning 1590′ from DER, 275′ left of centerline, up to 100′ AGL/256′ MSL. Tower 2.4 NM from DER, 3534′ left of centerline, 104′ AGL/774′ MSL. Trees beginning 1618′ from DER, 264′ right of centerline, up to 100′ AGL/263′ MSL.

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE FREQUENCY TO BE ASSIGNED BY ATC.

NE-1, 21 OCT 2010 to 18 NOV 2010

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 19 NA.
Rwy 01, 06, 15, 24 STANDARD.
Rwy 33 STANDARD with minimum climb of 326 feet per NM to 1000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 21 OCT 2010 to 18 NOV 2010

COASTAL THREE DEPARTURE
(CSTL3.CCC) 10154
WINDSOR LOCKS, CONNECTICUT
WINDSOR LOCKS/ BRADLEY INTL (BDL)

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 1: Climb heading 013° to 1000 or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 6: Fly assigned heading for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 148° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 24: Climb heading 238° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 328° or as assigned for radar vectors to HFD VOR/DME, thence . . .
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain 4000 or assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 1: Vehicle on road 342′ from DER, 564′ left of centerline, 15′ AGL/184′ MSL. Trees beginning 441′ from DER, 493′ left of centerline, up to 100′ AGL/269′ MSL. Trees beginning 1884′ from DER, 45′ right of centerline, up to 100′ AGL/299′ MSL.
Rwy 6: Trees beginning 21′ from DER, 464′ left of centerline, up to 100′ AGL/249′ MSL. Trees beginning 1956′ from DER, 921′ right of centerline, up to 100′ AGL/239′ MSL.
Rwy 15: Vehicle on roadway 531′ from DER, 606′ left of centerline, up to 15′ AGL/186′ MSL. Trees beginning 2341′ from DER, 767′ left of centerline, up to 100′ AGL/244′ MSL. Vehicle on roadway 429′ from DER, 572′ right of centerline, up to 15′ AGL/186′ MSL. Tree 1520′ from DER, 786′ right of centerline, up to 100′ AGL/259′ MSL.
Rwy 24: Trees beginning 3066′ from DER, 599′ left of centerline, up to 100′ AGL/269′ MSL. OL on fence 1239′ DER, 784′ left of centerline, up to 45′ AGL/215′ MSL. Trees beginning 2345′ from DER, 489′ right of centerline, up to 100′ AGL/299′ MSL.
Rwy 33: Trees beginning 1590′ from DER, 275′ left of centerline, up to 100′ AGL/256′ MSL. Tower 2.4 NM from DER, 3534′ left of centerline, 104′ AGL/774′ MSL. Trees beginning 1618′ from DER, 264′ right of centerline, up to 100′ AGL/263′ MSL.

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

COPTER ILS or LOC RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)

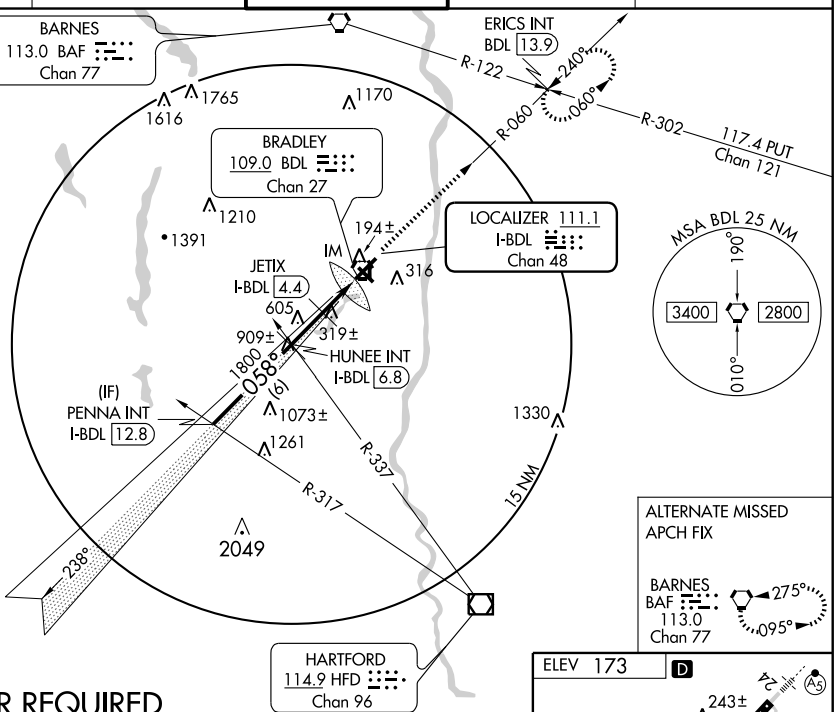
For inoperative ALSF-2 increase H-ILS visibility to RVR 2400 and H-LOC visibility to RVR 5000.

NA

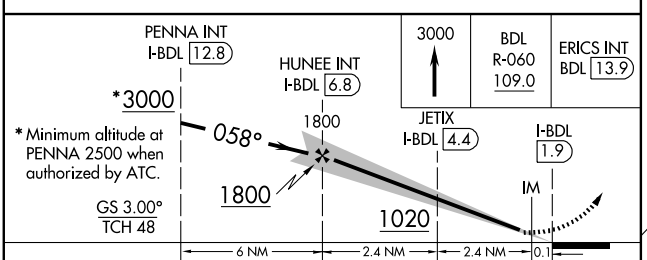
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



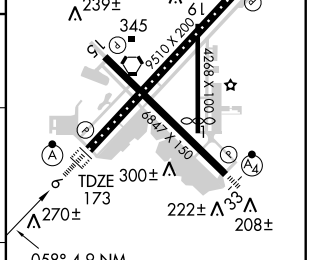
RADAR REQUIRED



* Minimum altitude at PENNA 2500 when authorized by ATC.

CATEGORY	COPTER
H-ILS 6	273/12 100 (100-¼)
H-LOC 6	1020/24 847 (900-½)
JETIX FIX MINIMUMS	
H-LOC 6	580/24 407 (500-½)

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

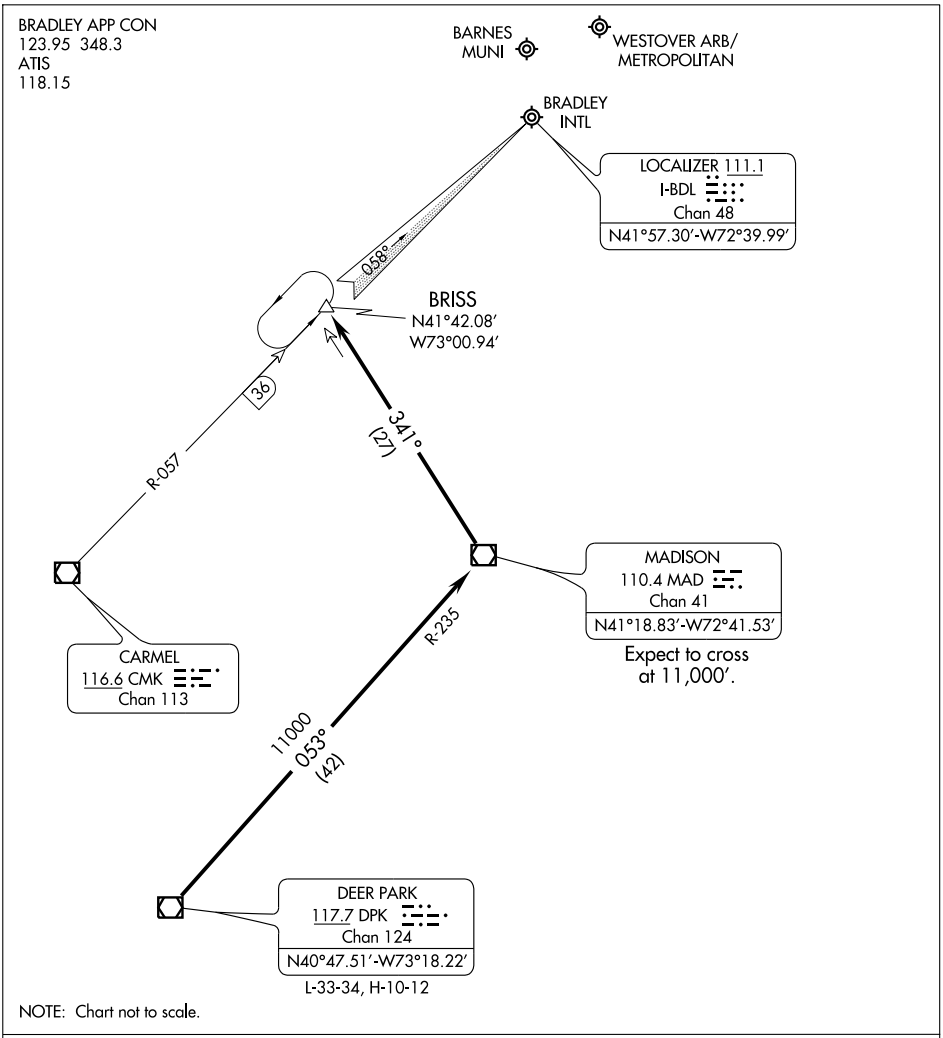
FAF to MAP 4.9 NM					
Knots	45	60	75	90	105
Min:Sec	6:32	4:54	3:55	3:16	2:48

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 21 OCT 2010 to 18 NOV 2010

DEER PARK TWO ARRIVAL
WINDSOR LOCKS, CONNECTICUT
(DPK.DPK2) 07298

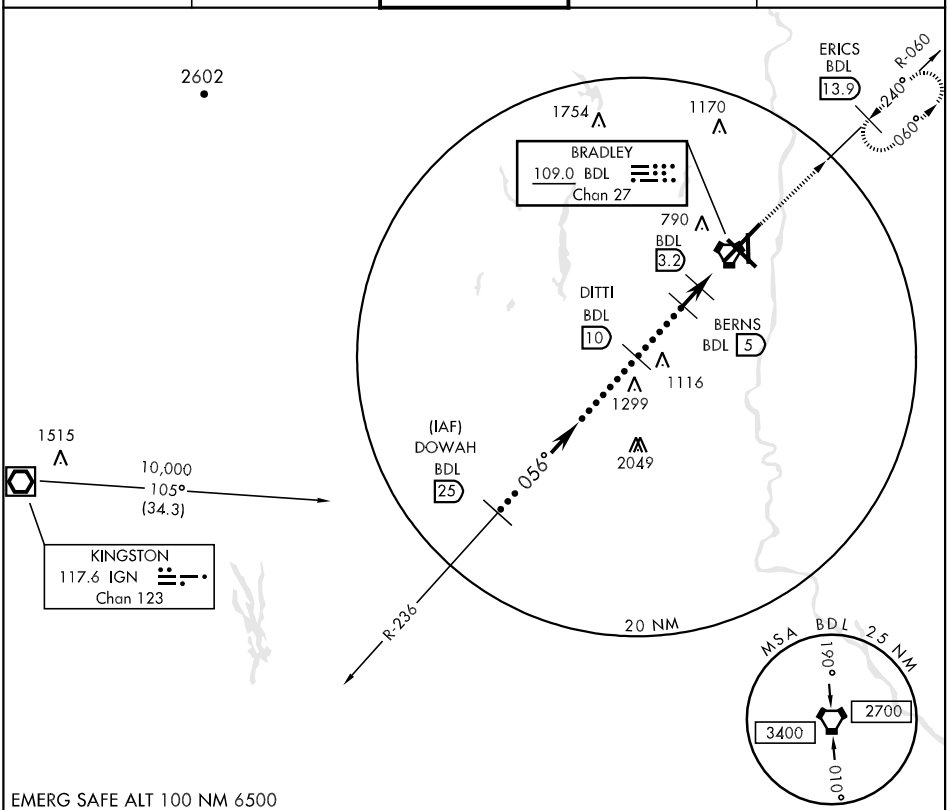
HI-TACAN or VOR/DME RWY 6

VORTAC BDL 109.0 Chan 27	APCH CRS 056°	Rwy ldg 9510 TDZE 174 Arpt Elev 173	JAL-460 [USAF]	WINDSOR LOCKS/ BRADLEY INTL (KBDL)

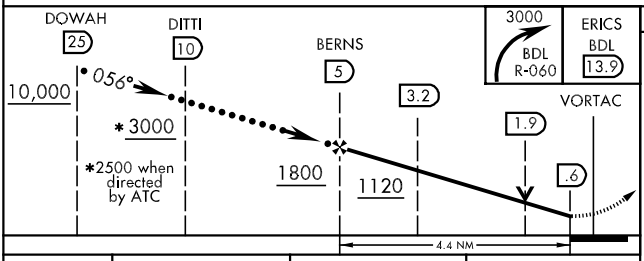
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



EMERG SAFE ALT 100 NM 6500

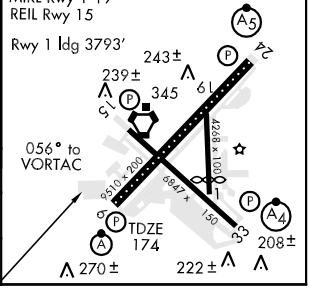


CATEGORY	C	D	E
S-6	640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1½ 506 (600-1½)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)

ELEV 173

TDZL/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

Rwy 1 ldg 3793'



NE-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN or VOR/DME RWY 24

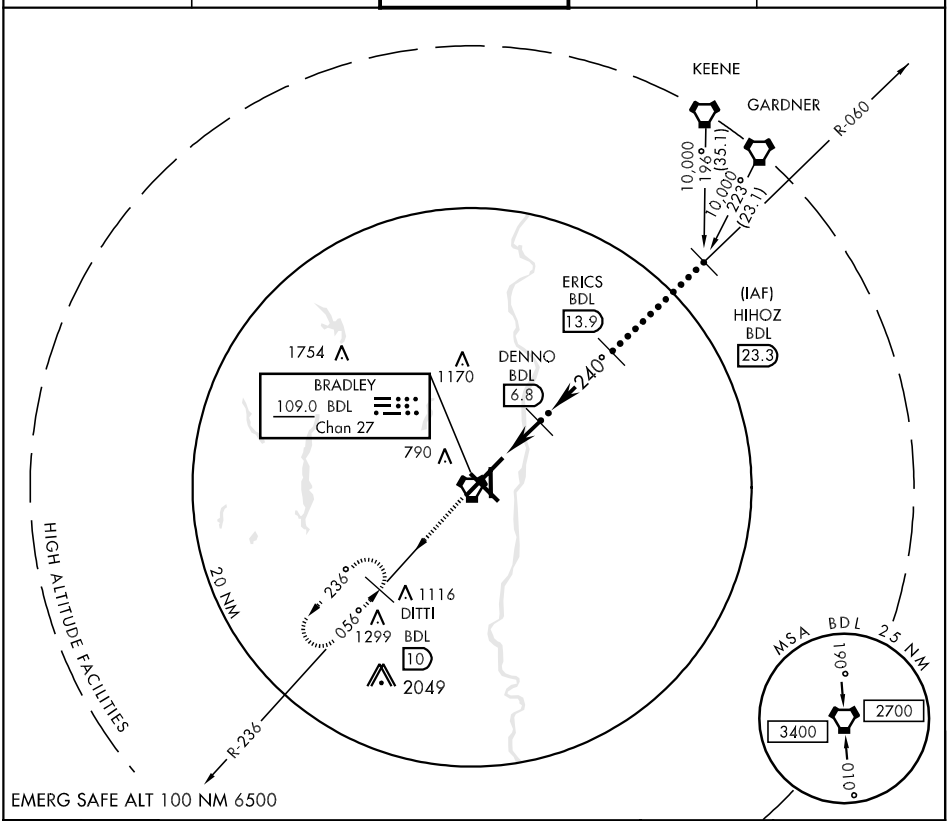
VORTAC BDL	APCH CRS	Rwy ldg	9510
109.0	240°	TDZE	171
Chan 27		Arpt Elev	173

JAL-460 [USAF] WINDSOR LOCKS/ BRADLEY INTL (KBDL)

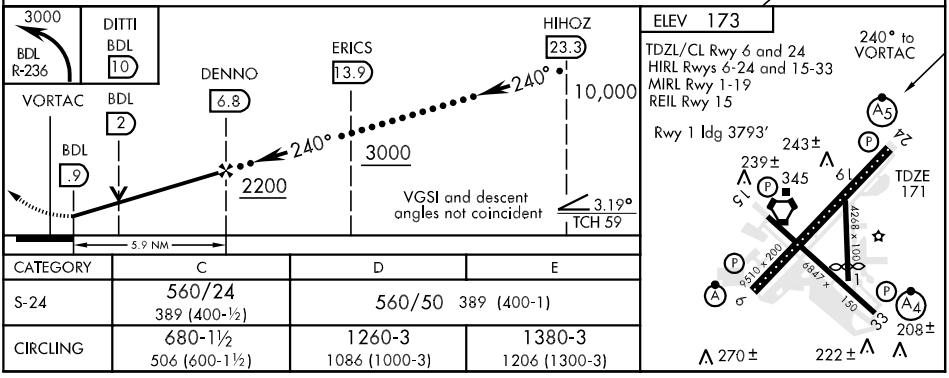
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



EMERG SAFE ALT 100 NM 6500



CATEGORY	C	D	E
S-24	560/24 389 (400-½)	560/50 389 (400-1)	
CIRCLING	680-1½ 506 (600-1½)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

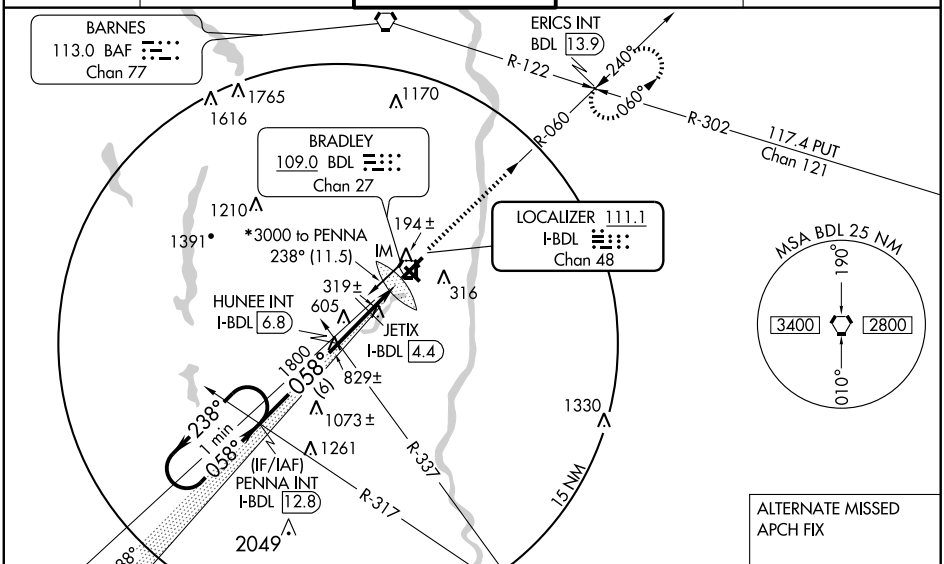
ILS or LOC RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

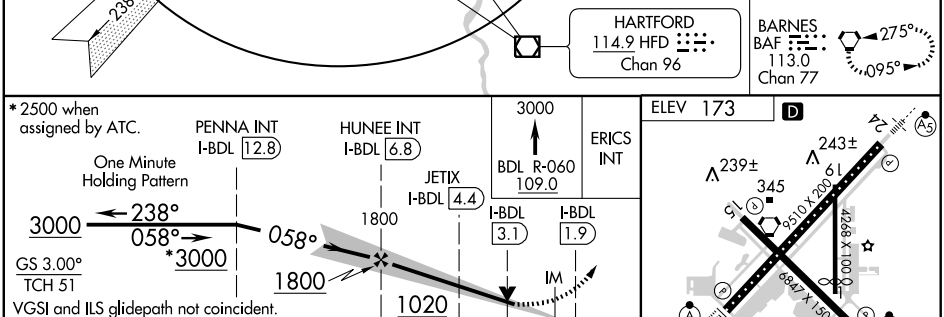
MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



ALTERNATE MISSED APCH FIX

BARNES BAF 113.0 Chan 77 — 275° / 095°



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATEGORY	A	B	C	D
S-ILS 6	373/18 200 (200-½)			
S-LOC 6	1020/24 847 (900-½)	1020/40 847 (900-¾)	1020-2 847 (900-2)	1020-2¼ 847 (900-2¼)
CIRCLING	1020-1 847 (900-1)	1020-1¼ 847 (900-1¼)	1020-2½ 847 (900-2½)	1020-2¾ 847 (900-2¾)
JETIX FIX MINIMUMS				
S-LOC 6	580/24 407 (500-½)		580/40 407 (500-¾)	
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MYQ	APP CRS	Rwy ldg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

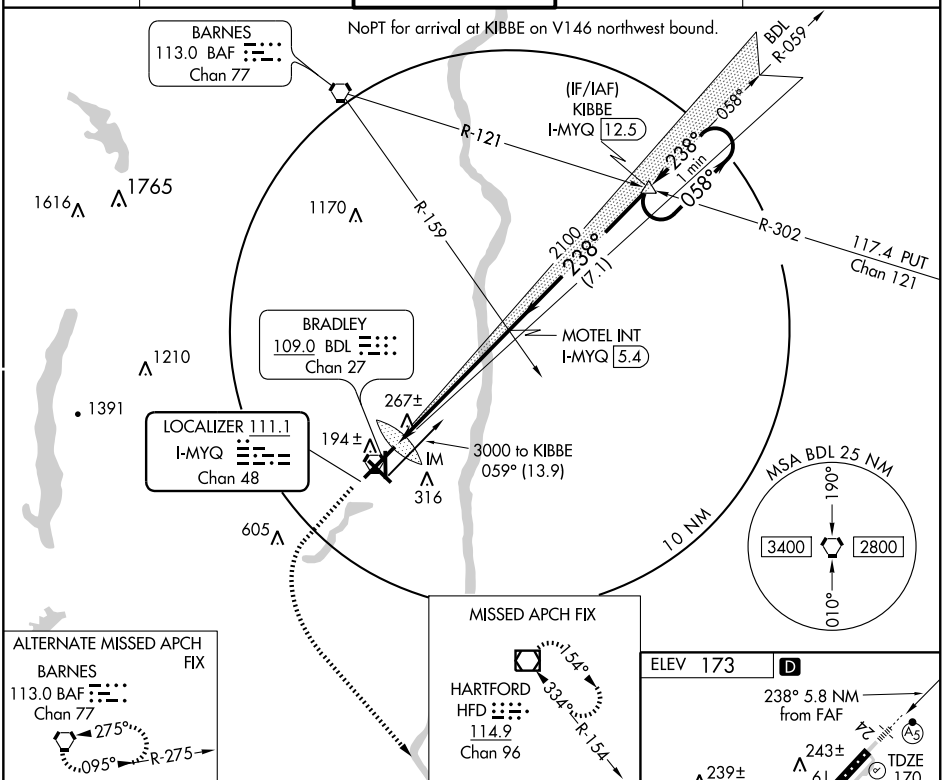
ILS or LOC RWY 24

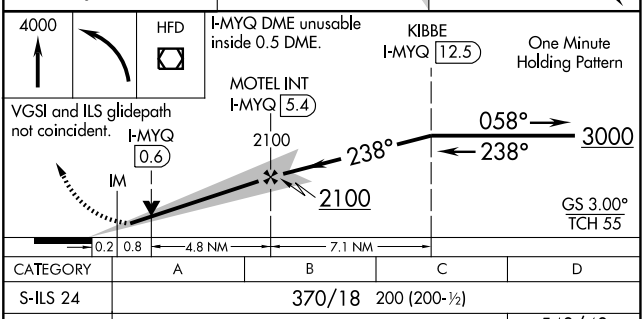
WINDSOR LOCKS / BRADLEY INTL (BDL)

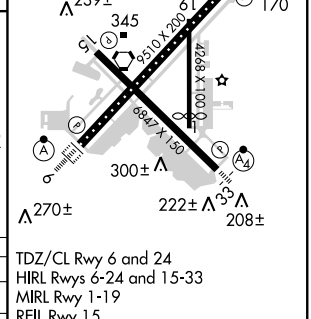
MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwys 1-19
REIL Rwy 15

CATEGORY	A	B	C	D
S-ILS 24	370/18 200 (200-½)			
S-LOC 24	540/24 370 (400-½)			540/40 370 (400-¾)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1020-2¾ 847 (900-2¾)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IKX	APP CRS	Rwy ldg	6847
108.55	328°	TDZE	171
Chan 22 (Y)		Apt Elev	173

ILS or LOC RWY 33

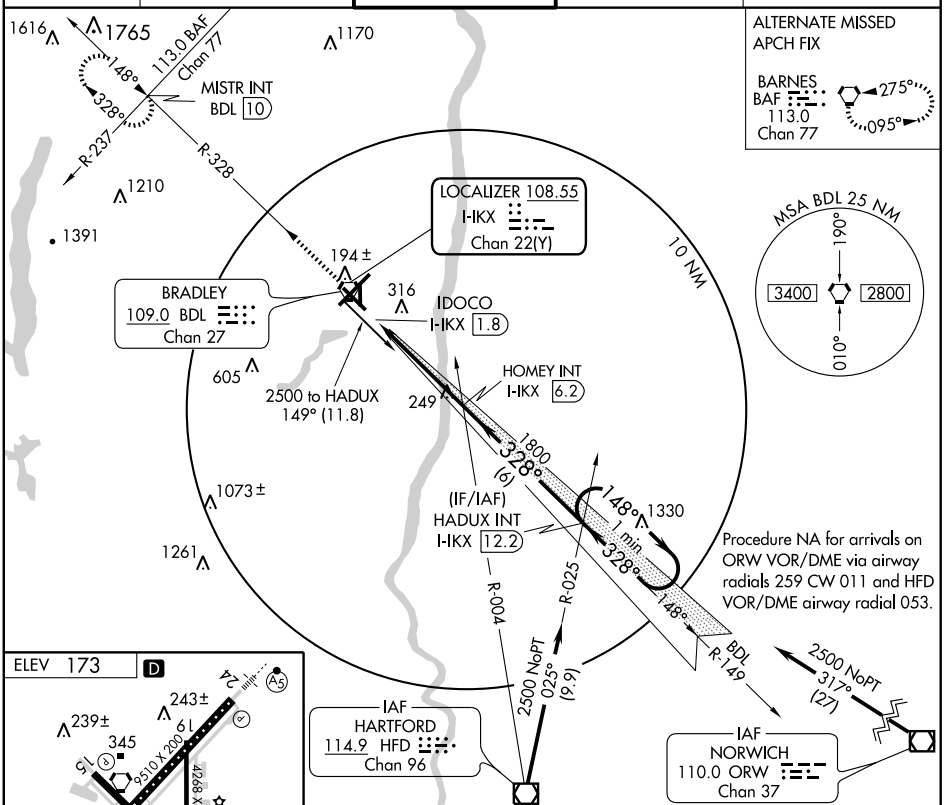
WINDSOR LOCKS / BRADLEY INTL (BDL)

Inoperative table does not apply to S-LOC 33 Cat C.

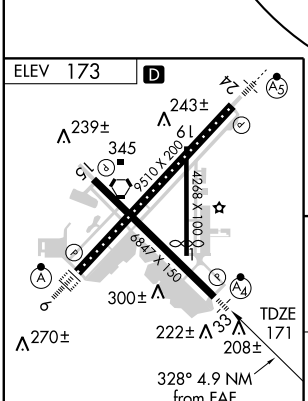
MALSF

MISSED APPROACH: Climb to 3500 via BDL VORTAC R-328 to MISTR Int/BDL 10 DME and hold, continue climb-in-hold to 3500.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3

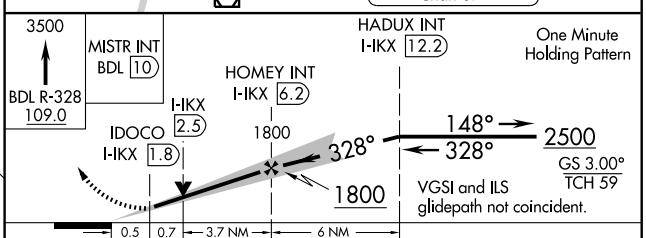


Procedure NA for arrivals on ORW VOR/DME via airway radials 259 CW 011 and HFD VOR/DME airway radial 053.



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 33	371/40 200 (200-¾)			
S-LOC 33	600/40 429 (500-¾)		600/60 429 (500-1¼)	600-1½ 429 (500-1½)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BDL	APP CRS	Rwy ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

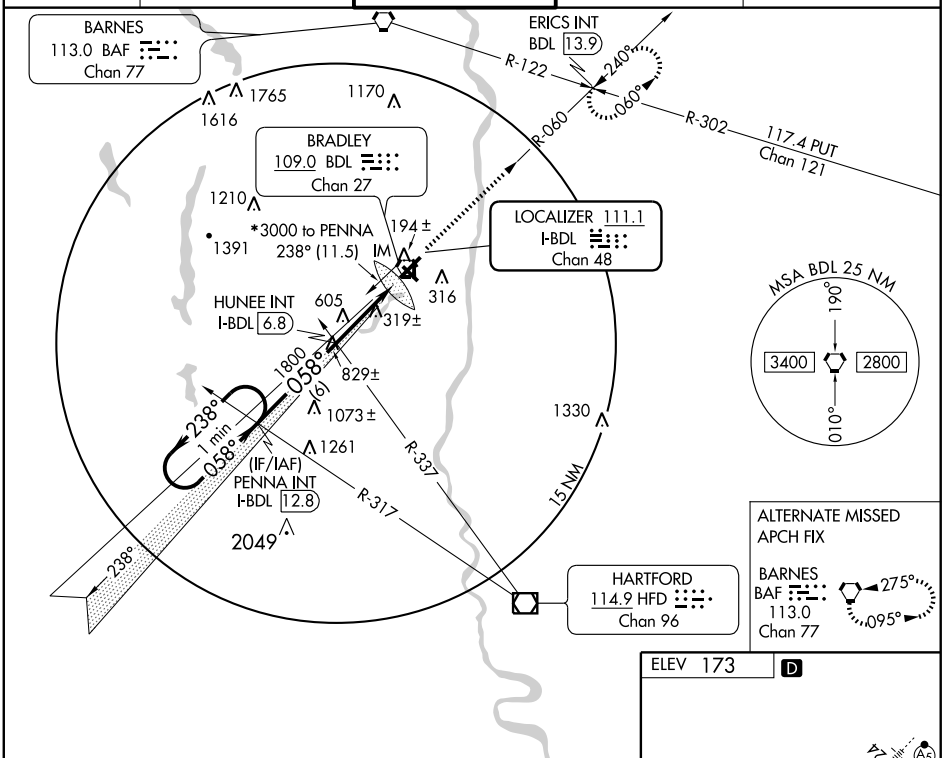
ILS RWY 6 (CAT II)

WINDSOR LOCKS / BRADLEY INTL (BDL)

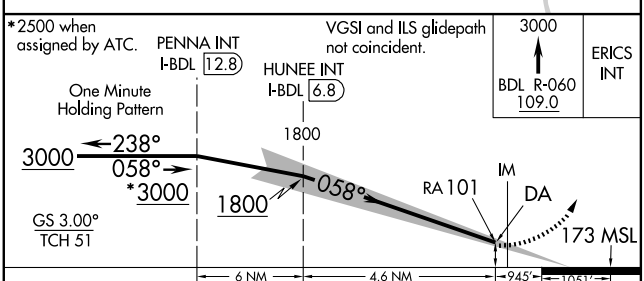
ALSF-2

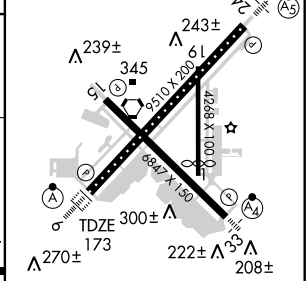
MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



ELEV 173 D





CATEGORY	A	B	C	D
S-ILS 6	RA 101/12 100 DA 273			

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATAGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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NE-1, 21 OCT 2010 to 18 NOV 2010

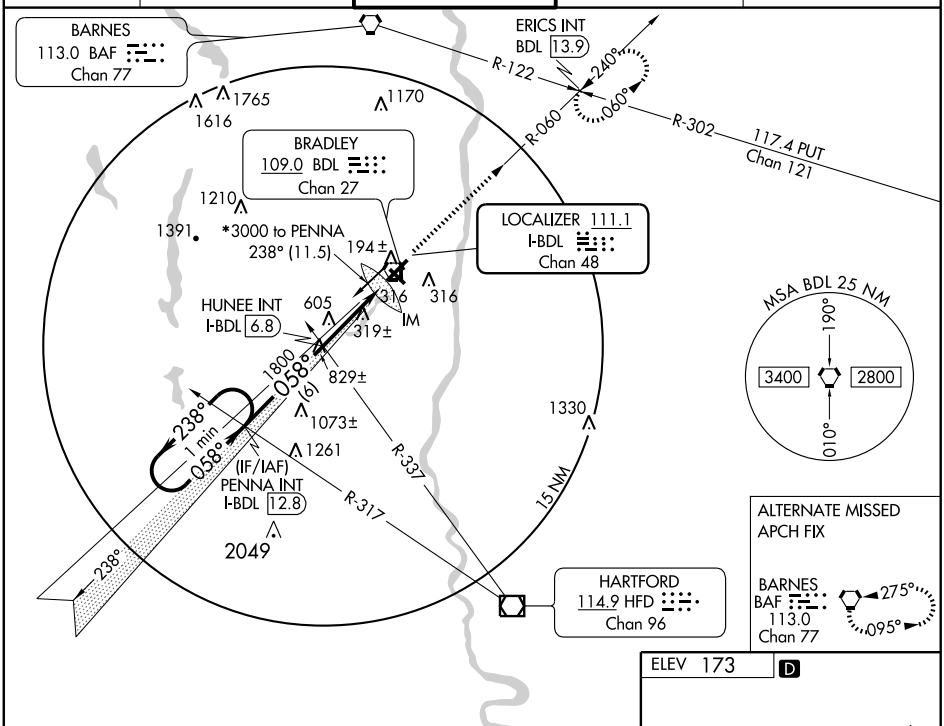
LOC/DME I-BDL	APP CRS	Rwy ldg	9509
111.1	058°	TDZE	173
Chan 48		Apt Elev	173

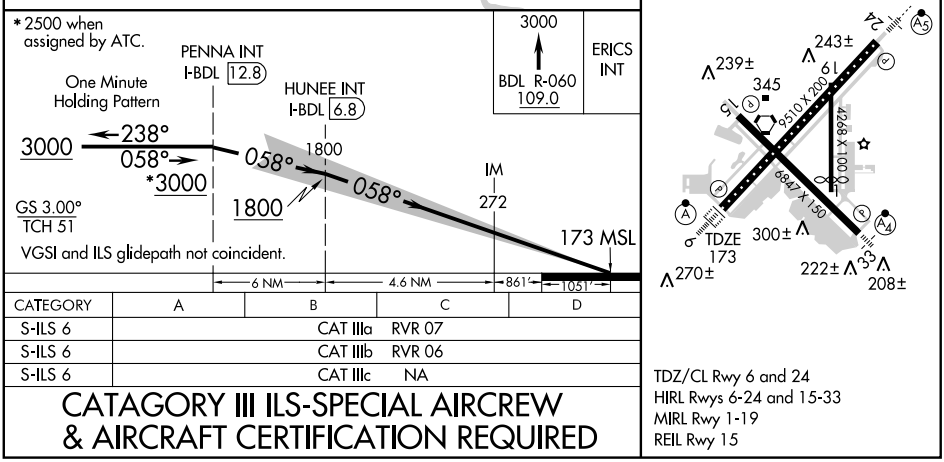
ILS RWY 6 (CAT III)
WINDSOR LOCKS / BRADLEY INTL (BDL)

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	A	B	C	D
S-ILS 6	CAT IIIa RVR 07			
S-ILS 6	CAT IIIb RVR 06			
S-ILS 6	CAT IIIc NA			

CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

10154

ILS RWY 24 (CAT II)

WINDSOR LOCKS / BRADLEY INTL (BDL)

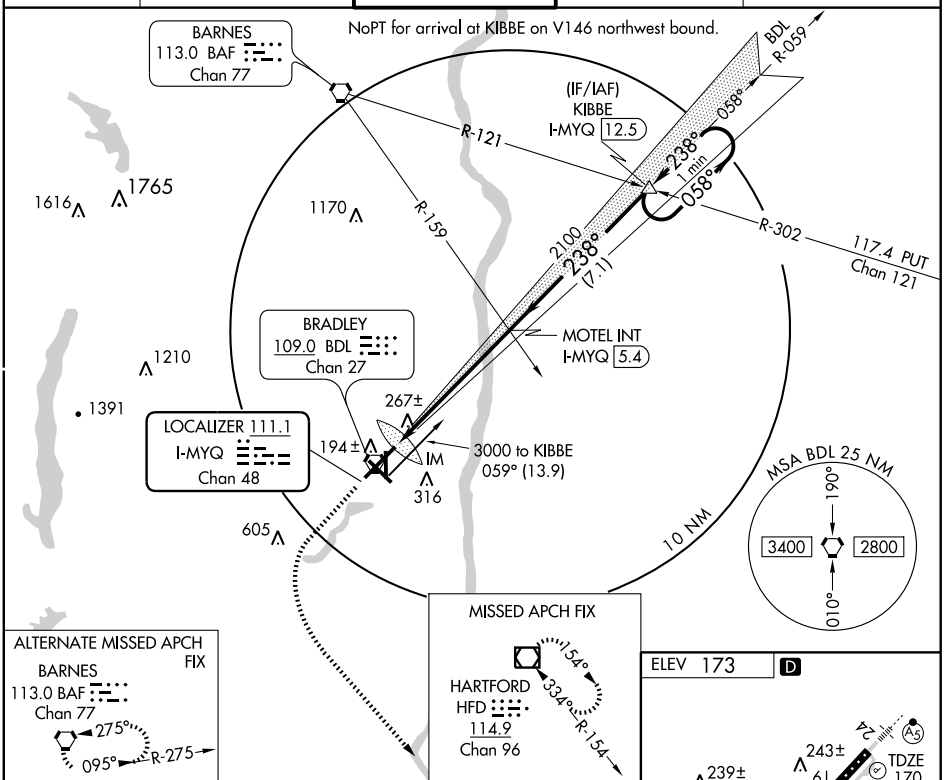
LOC/DME I-MYQ	APP CRS	Rwy ldg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway.

MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn direct HFD VOR/DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3



CATEGORY	A	B	C	D
S-ILS 24	RA 113/12 100 DA 270			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE	04L	15L-33R	5,250 feet
LOGAN INTL (BOS)	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/			
POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

21 OCT 2010 to 18 NOV 2010

WAAS Ch **70328** **W06A**	APP CRS **058°**	Rwy ldg **9509** TDZE **173** Apt Elev **173**

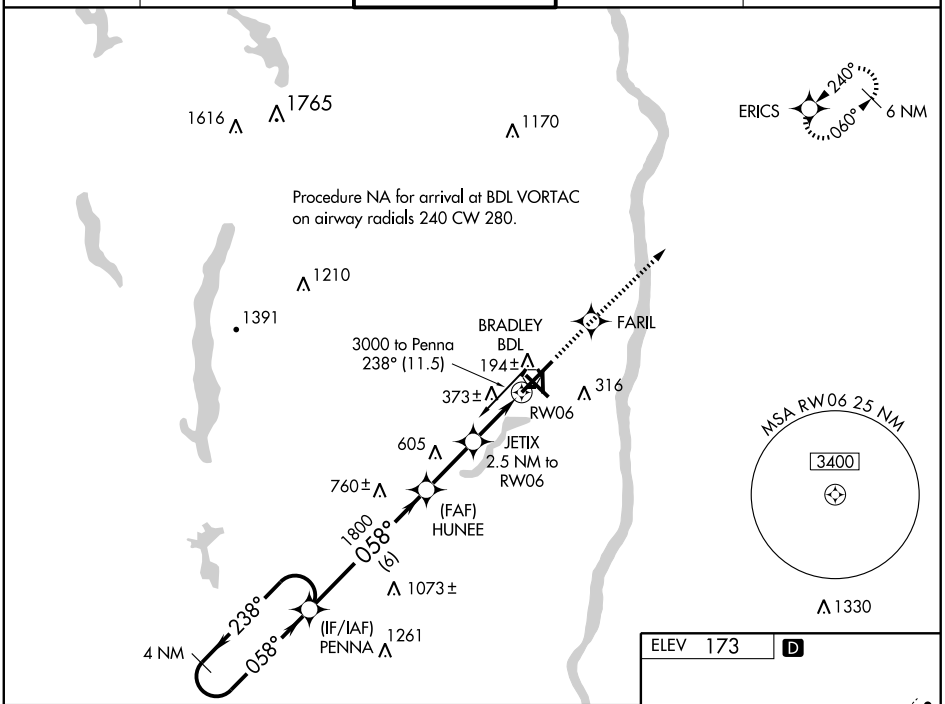
RNAV (GPS) RWY 6
WINDSOR LOCKS / BRADLEY INTL (BDL)

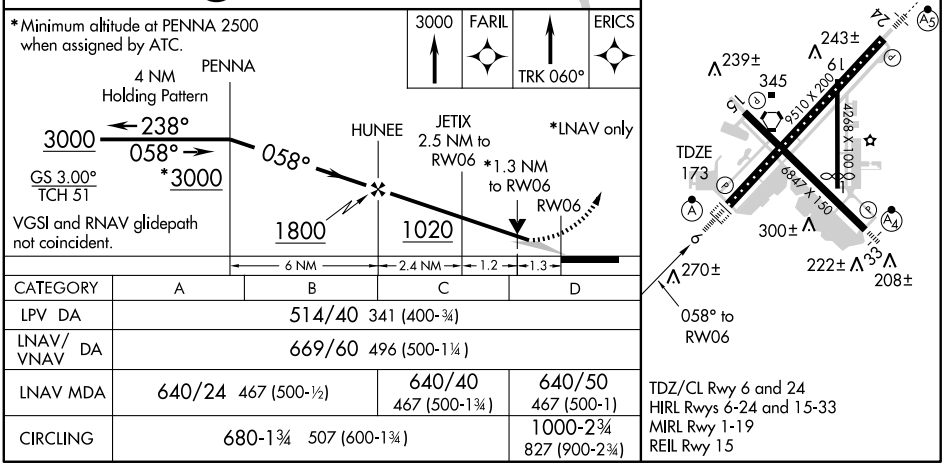
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FARIL and via 060° track to ERICS and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	A	B	C	D
LPV DA	514/40 341 (400-¾)			
LNAV/VNAV DA	669/60 496 (500-1¼)			
LNAV MDA	640/24 467 (500-½)		640/40 467 (500-1¾)	640/50 467 (500-1)
CIRCLING	680-1¾ 507 (600-1¾)			1000-2¾ 827 (900-2¾)

NE-1, 21 OCT 2010 to 18 NOV 2010
NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97310 W24A	APP CRS 238°	Rwy ldg 9509 TDZE 170 Apt Elev 173

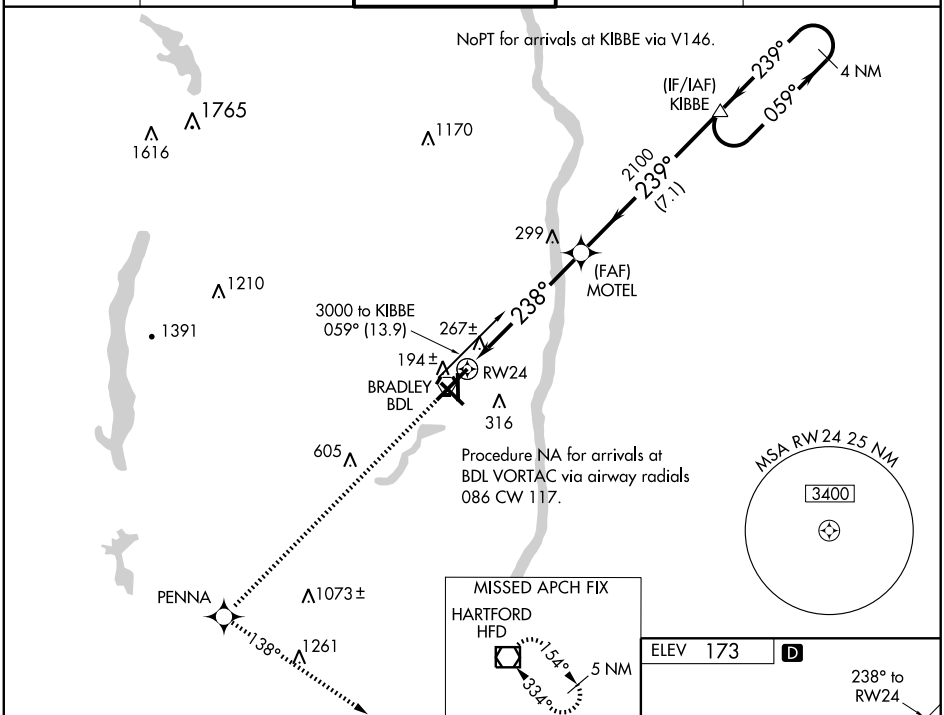
RNAV (GPS) RWY 24
WINDSOR LOCKS / BRADLEY INTL (BDL)

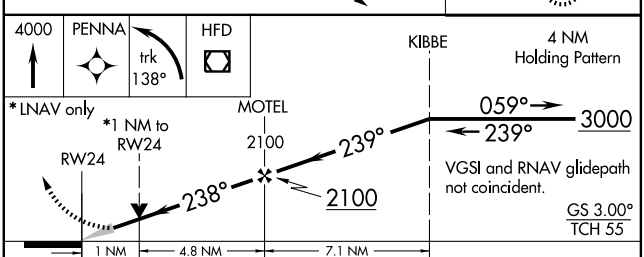
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP- 0.3 NA.

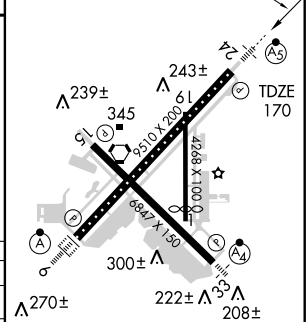
MALSR

MISSED APPROACH: Climb to 4000 direct PENNA and left turn via track 138° to HFD VOR/DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







CATEGORY	A	B	C	D
LPV DA	370/24 200 (200-½)			
LNAV/VNAV DA	566/50 396 (400-1)			
LNAV MDA	540/24 370 (400-½)			540/50 370 (400-1)
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	1020-2¾ 847 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 65628 W33A	APP CRS 328°	Rwy ldg 6847 TDZE 171 Apt Elev 173

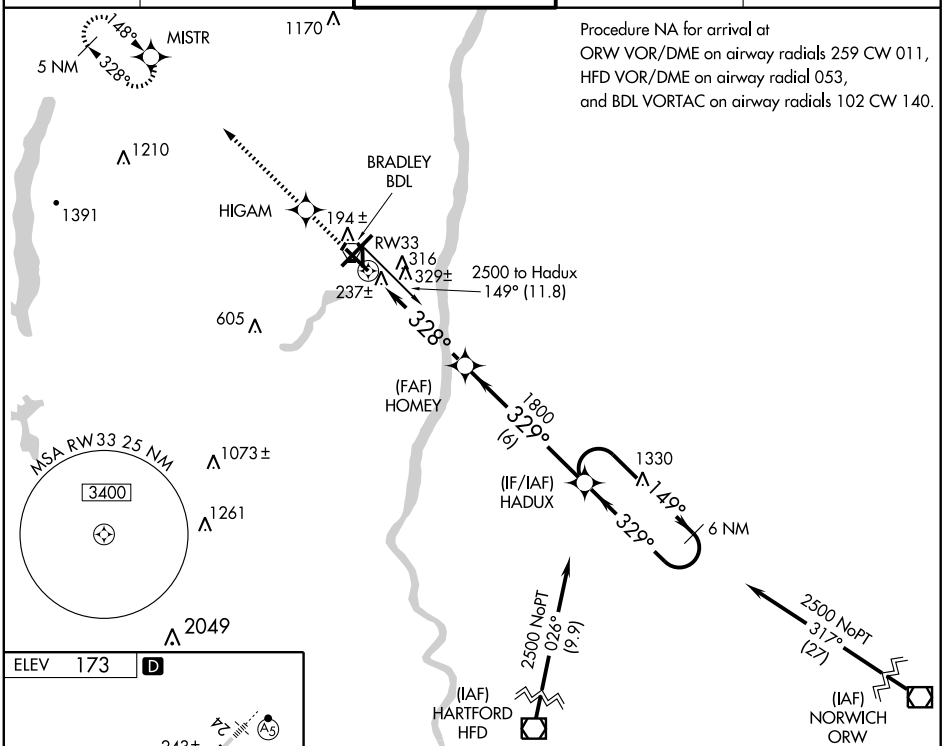
RNAV (GPS) RWY 33
WINDSOR LOCKS / BRADLEY INTL (BDL)

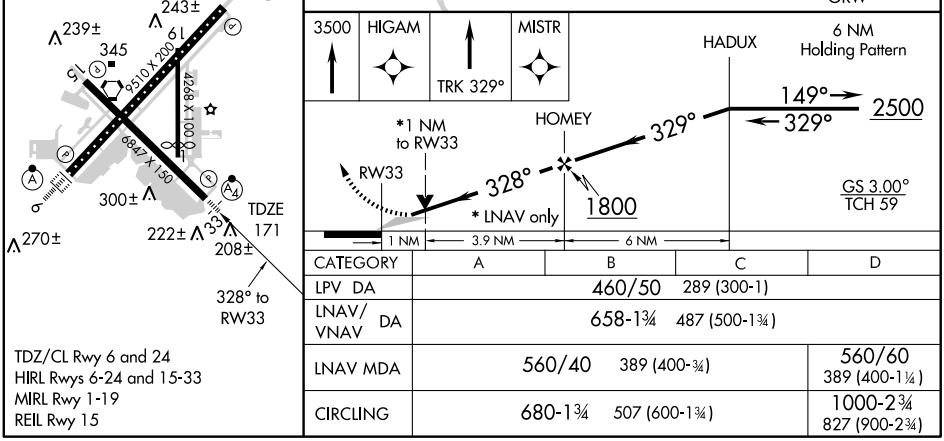
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF

MISSED APPROACH: Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





CATEGORY	A	B	C	D
LPV DA	460/50 289 (300-1)			
LNAV/VNAV DA	658-1¾ 487 (500-1¾)			
LNAV MDA	560/40 389 (400-¾)			560/60 389 (400-1¼)
CIRCLING	680-1¾ 507 (600-1¾)			1000-2¾ 827 (900-2¾)

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

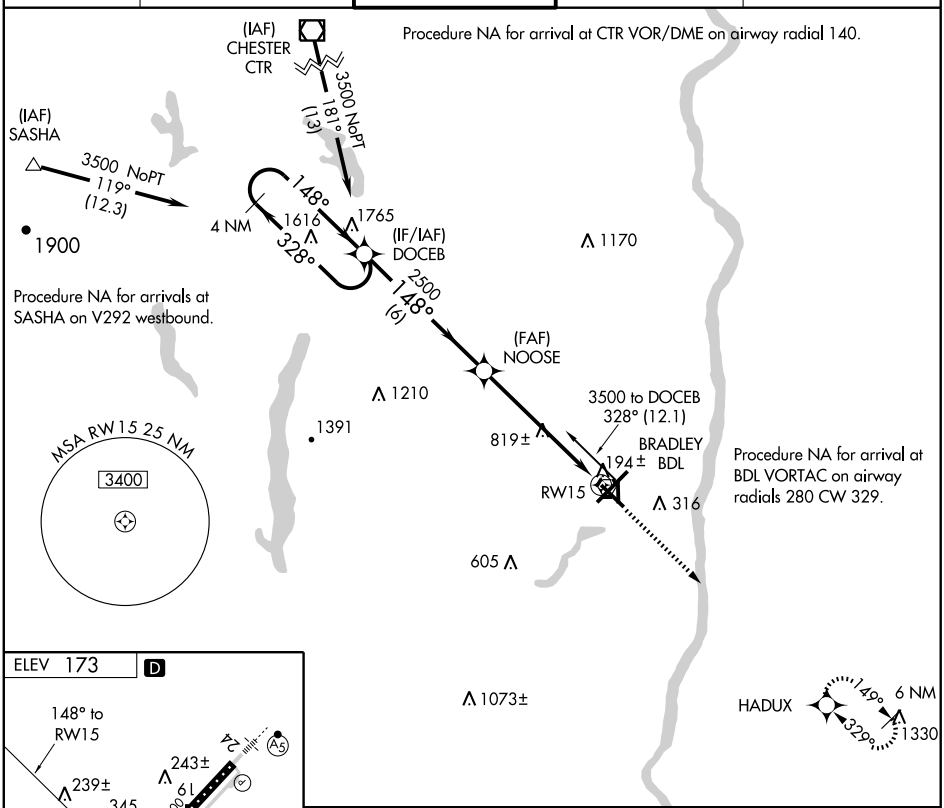
WAAS Ch 60928 W15A	APP CRS 148°	Rwy ldg 6847 TDZE 171 Apt Elev 173

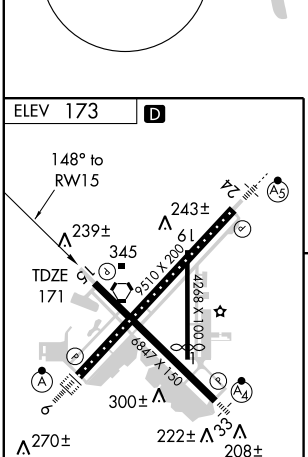
RNAV (GPS) Y RWY 15
WINDSOR LOCKS / BRADLEY INTL (BDL)

DME/DME RNP -0.3 NA.

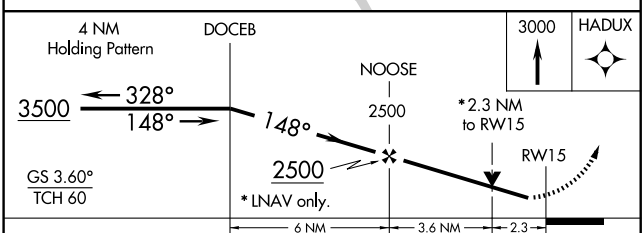
MISSED APPROACH: Climb to 3000 direct HADUX and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



CATEGORY	A	B	C	D
LPV DA	525-1 354 (400-1)			NA
LNAV MDA	1080-1¼ 909 (1000-1¼)		1080-2¾ 909 (1000-2¾)	NA
CIRCLING	1080-1¼ 907 (1000-1¼)		1080-2¾ 907 (1000-2¾)	NA

NE-1, 21 OCT 2010 to 18 NOV 2010

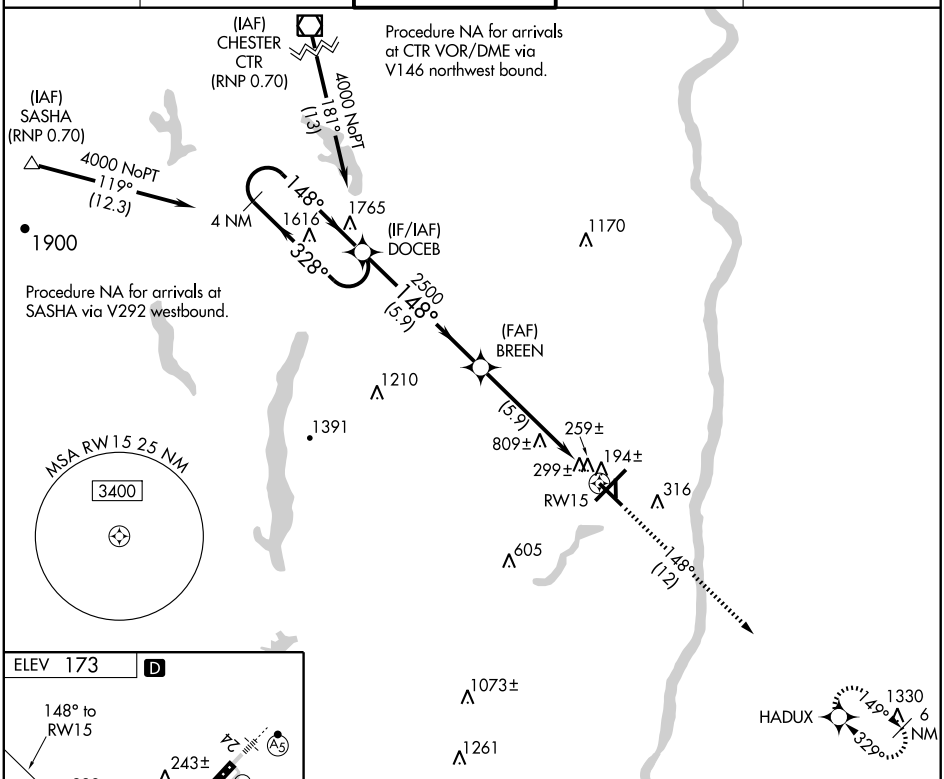
APP CRS	Rwy ldg	6847
148°	TDZE	171
	Apt Elev	173

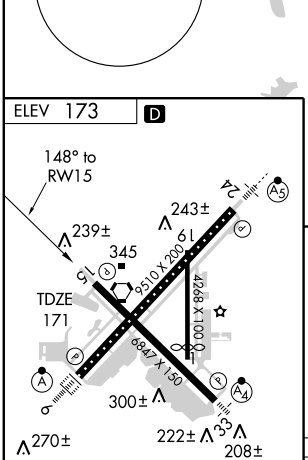
RNAV (RNP) Z RWY 15
WINDSOR LOCKS / BRADLEY INTL (BDL)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 39°C (103°F). Procedure NA for aircraft with wingspan greater than 136 feet.

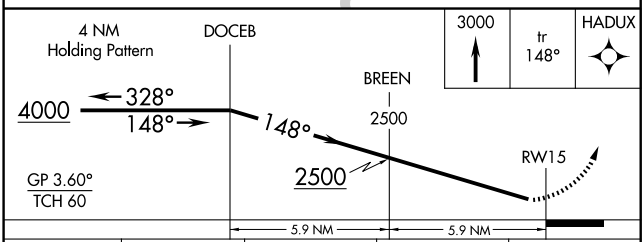
MISSED APPROACH: Climb to 3000 on track 148° to HADUX and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15



CATEGORY	A	B	C	D
RNP 0.11 DA	521-1	350 (400-1)		NA
RNP 0.25 DA	624-1¼	453 (500-1¼)		NA
RNP 0.30 DA	1235-4	1064 (1100-4)		NA

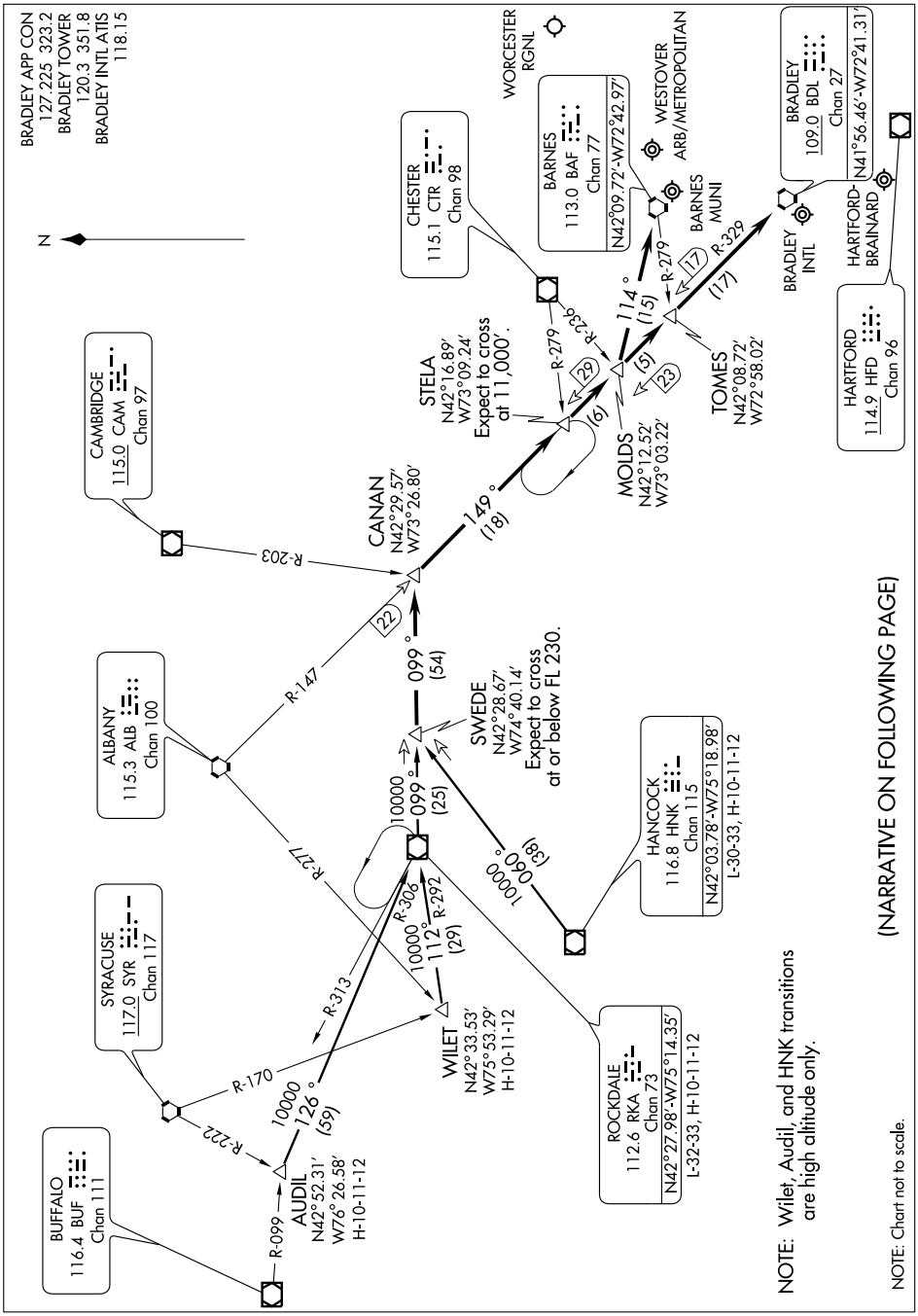
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

WINDSOR LOCKS, CONNECTICUT

NE-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .
HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .
ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .
WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .
ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.
ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BDL 109.0 Chan 27	APP CRS 056°	Rwy ldg 9509 TDZE 174 Apt Elev 174

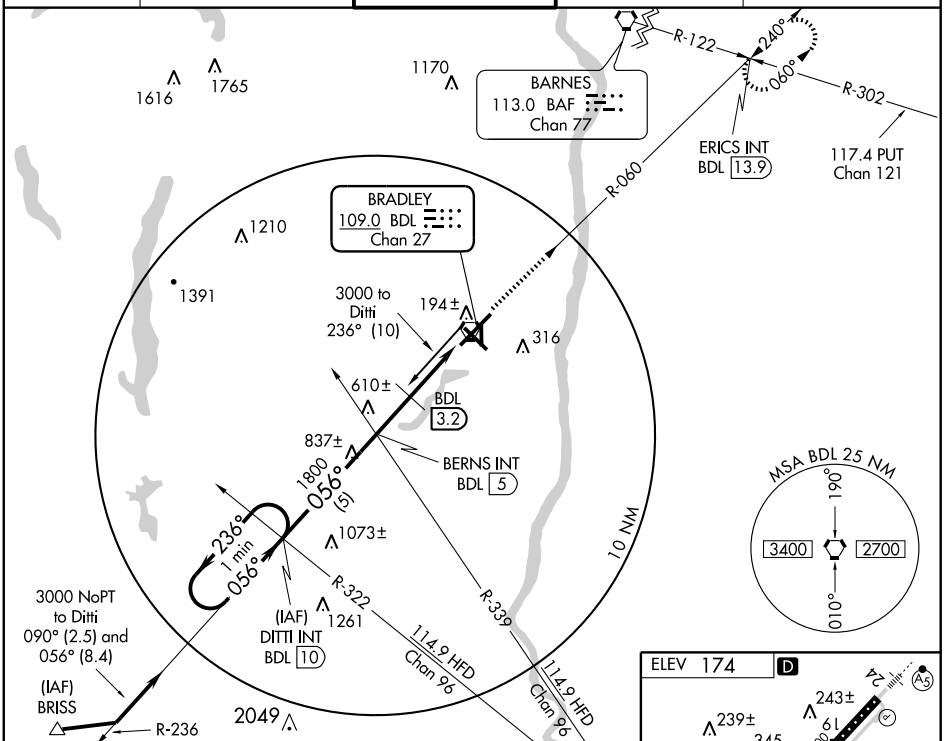
VOR or TACAN RWY 6

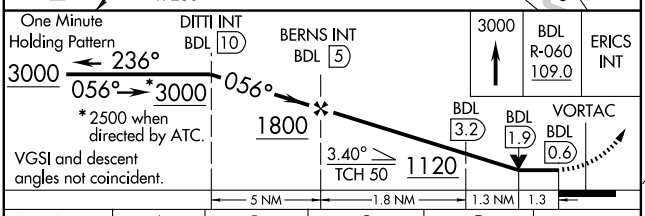
WINDSOR LOCKS / BRADLEY INTL (BDL)

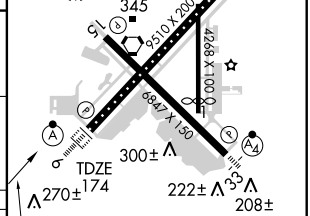
ALSF-2

MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATEGORY	A	B	C	D	E
S-6	1120/40 946 (1000-¾)		1120-2¼ 946 (1000-2¼)	1120-2½ 946 (1000-2½)	
CIRCLING	1120-1¼ 946 (1000-1¼)		1120-2¾ 946 (1000-2¾)	1120-3 946 (1000-3)	1380-3 1206(1300-3)
DME MINIMUMS					
S-6	640/24 466 (500-½)		640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206(1300-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

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NE-1, 21 OCT 2010 to 18 NOV 2010

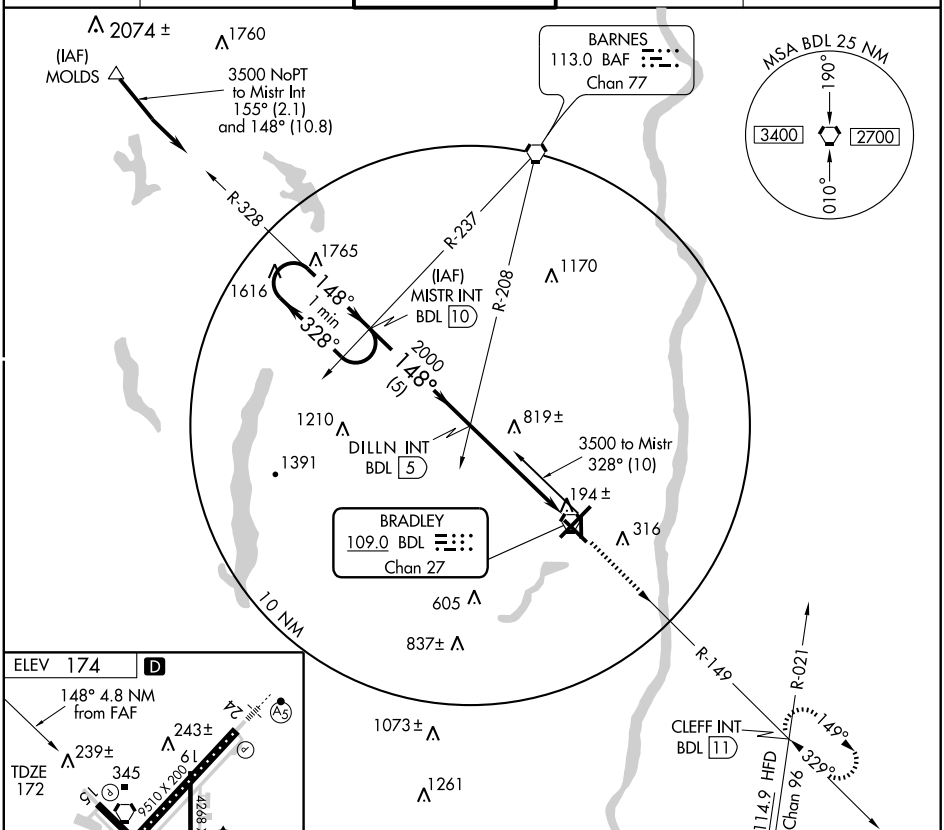
VORTAC BDL 109.0 Chan 27	APP CRS 148°	Rwy ldg 6847 TDZE 172 Apt Elev 174

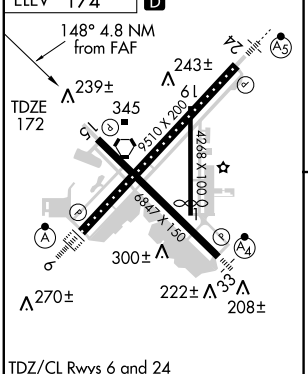
VOR or TACAN RWY 15

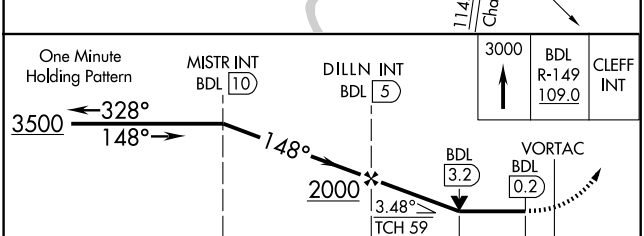
WINDSOR LOCKS / BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 3000 via BDL R-149 to CLEFF Int/BDL 11 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







TDZ/CL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-15	1320-1¼ 1148 (1200-1¼)	1320-1½ 1148 (1200-1½)	1320-3 1148 (1200-3)	
CIRCLING	1320-1¼ 1146 (1200-1¼)	1320-1½ 1146 (1200-1½)	1320-3 1146 (1200-3)	

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BDL	APP CRS	Rwy ldg	9509
109.0	240°	TDZE	171
Chan 27		Apt Elev	174

VOR or TACAN RWY 24

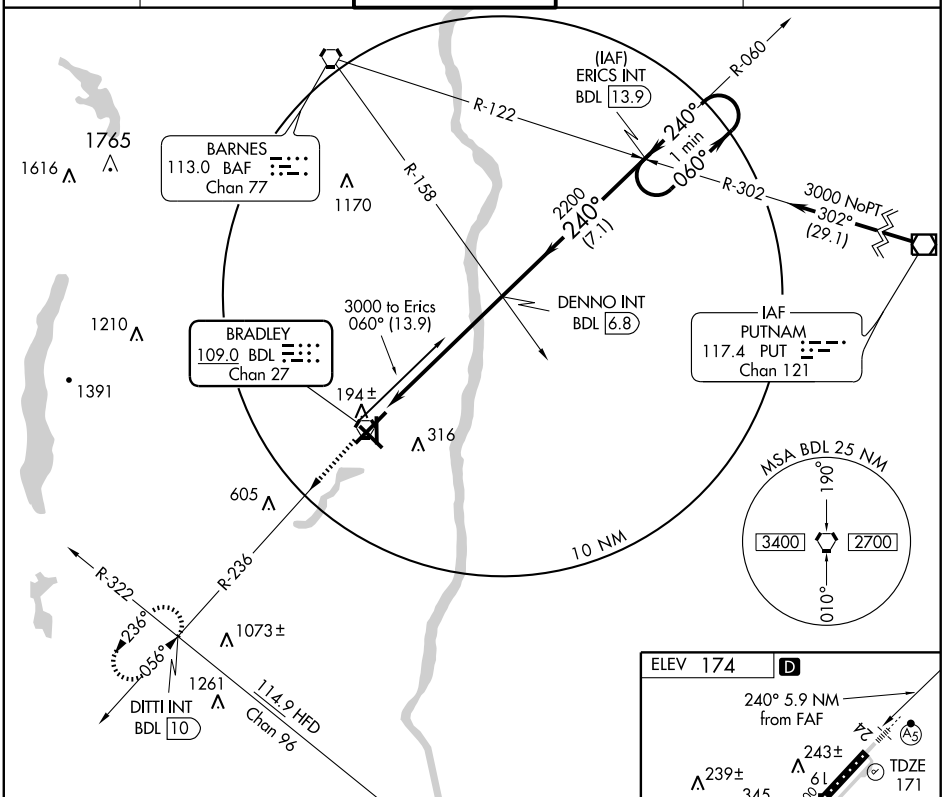
WINDSOR LOCKS / BRADLEY INTL (BDL)

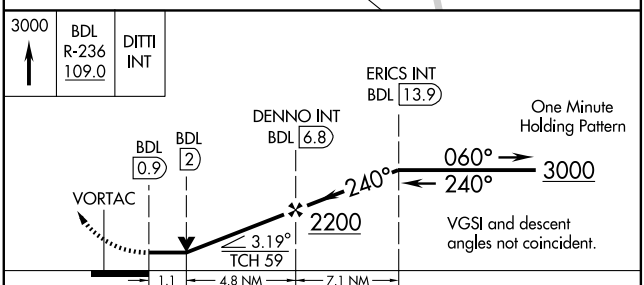
For inoperative MALSR increase S-24 CAT D and E RVR to 6000.

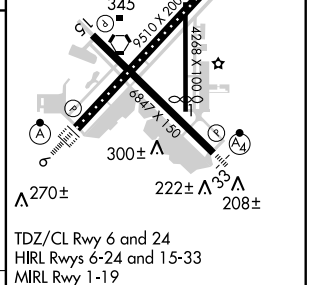
MALSR

MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.

ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3







TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

CATEGORY	A	B	C	D	E
S-24	560/24 389 (400-½)			560/50 389 (400-1)	
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206 (1300-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1, 21 OCT 2010 to 18 NOV 2010

NE-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BDL 109.0 Chan 27	APP CRS 329°	Rwy ldg 6847 TDZE 171 Apt Elev 173

VOR or TACAN RWY 33

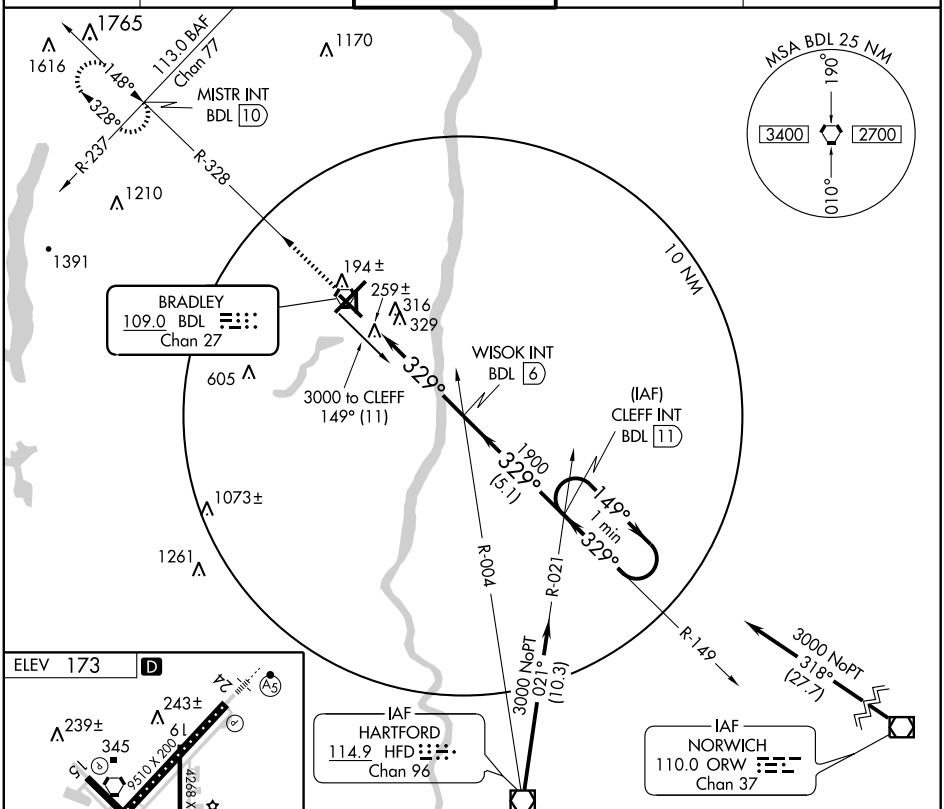
WINDSOR LOCKS / BRADLEY INTL (BDL)

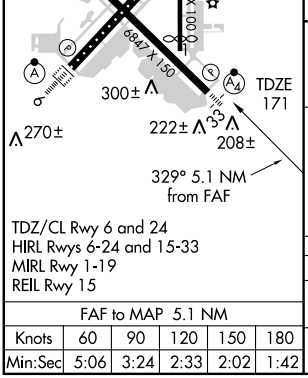
Inoperative table does not apply to CAT C.
Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 3500 via BDL R-328 to MISTR Int/BDL 10 DME and hold.

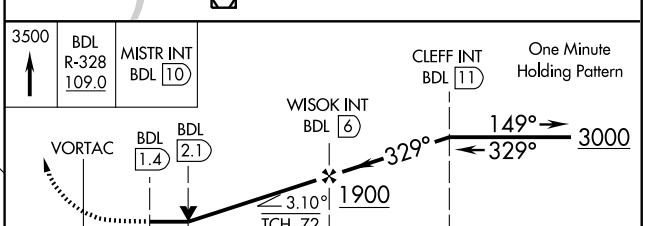
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D	E
S-33	600/40 429 (500-¾)		600/60 429 (500-1¼)	600-1½ 429 (500-1½)	
CIRCLING	680-1 507 (600-1)			1100-3 927 (1000-3)	1380-3 1207 (1300-3)

NE-1, 21 OCT 2010 to 18 NOV 2010